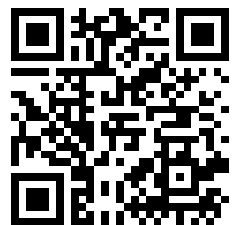
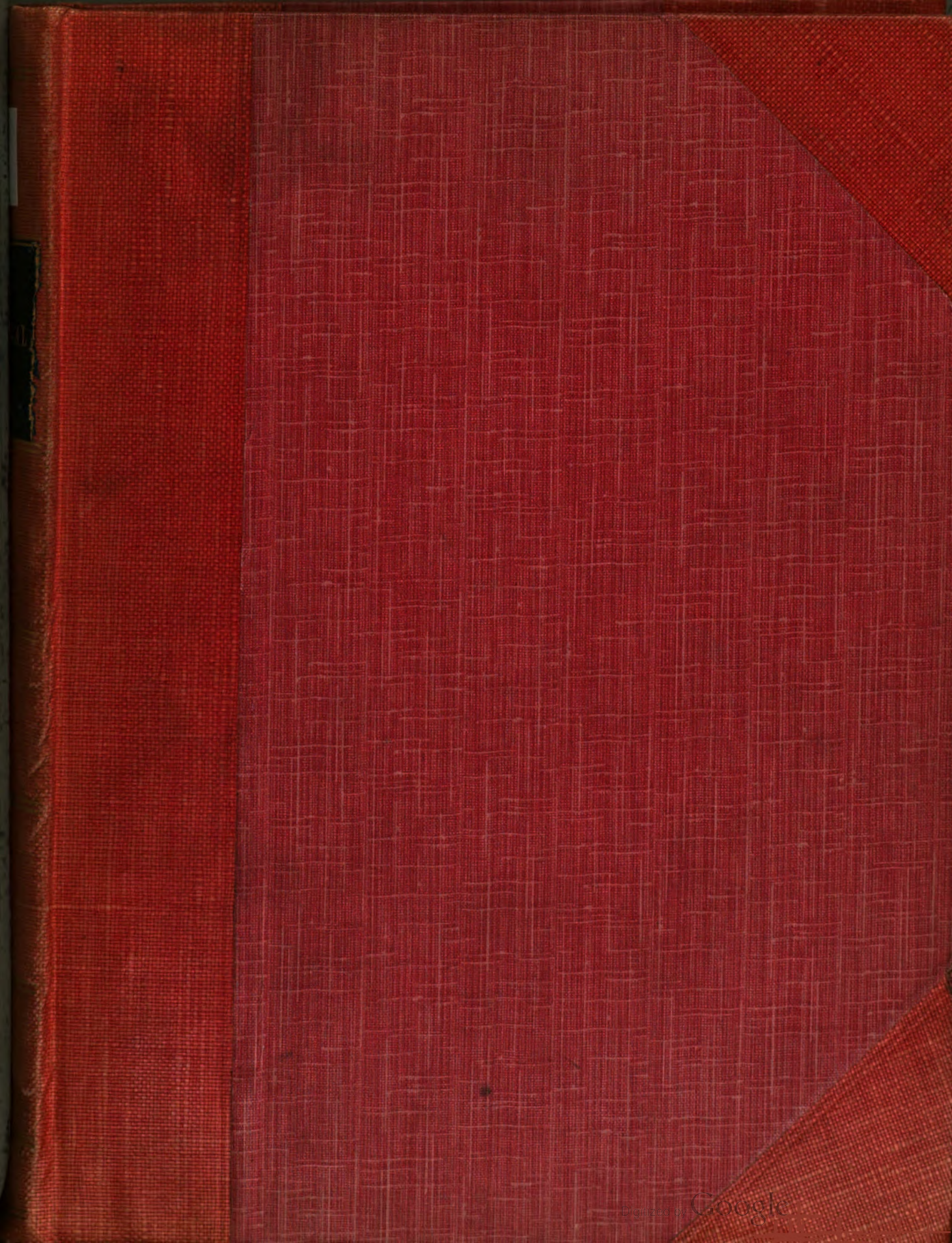
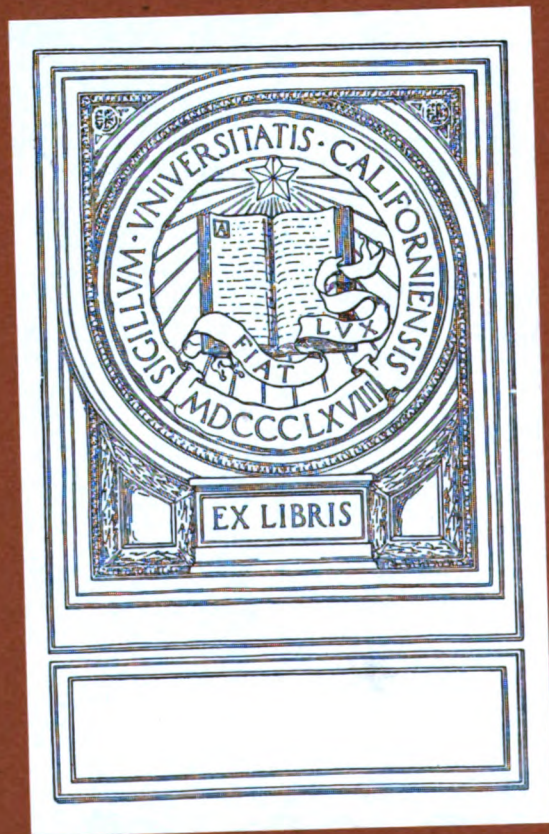

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INDEX

- Across-Country Hunting To-day in the Shires (*Illustrated*). By A. R. Horwood, F.L.S., 254.
- Addington, Major the Hon. R. A.: Remounting the Madras Cavalry (*Illustrated*), 580.
- Aitken, Lieut.-Colonel J. J., C.M.G., D.S.O., A.V.S. :
 Anti-Slipping Shoeing (*Illustrated*), 26.
 The Horse in Gas Warfare, 433.
- Alliances, Regimental, 125, 492, 670.
- ✓ Amazons: Mythology and Reality (*Illustrated*). By Major J. T. Edwards, 291.
- ✓ Amphibious Warfare, 619.
- Animals going without Water. By Major-General Sir John Moore, K.C.M.G., C.B., F.R.C.V.S., 529.
- Anti-Slipping Shoeing (*Illustrated*). By Lieut.-Colonel J. J. Aitken, C.M.G., D.S.O., A.V.S., 26.
- Association, Ex-Cavalrymen's, 491.
- Australian Light Horse, The, 568.
- X Automatic Fire, the Support of Cavalry by, 340.
- ✓ Bad Boys (*Illustrated*). By Brevet-Major A. R. Godwin-Austin, O.B.E., M.C., 440.
- Baden-Powell, Lieut.-General Sir R. S. S., Bt., G.C.M.G., G.C.V.O., K.C.B. :
 Pigsticking (*Illustrated*), 88.
- Baggallay, Patrick: The Metropolitan Mounted Police (*Illustrated*), 52, 223.
- Baker, Lieut.-Colonel B. Granville, D.S.O. :
 ✓ The Landlord Winks (*Illustrated*), 68.
 ✓ Old Cavalry Stations, Ipswich (*Illustrated*), 348.
- X Barrow, General Sir George, G.C.B., K.C.M.G. : The Future of Cavalry, 176.
- ✓ "Bridoon": The Subaltern, 49.
- "Bobbajee." By Corporal-of-Horse R. J. T. Hills, 301.
- "Bonnie Dundee" (*Illustrated*). By Captain E. W. Sheppard, O.B.E., M.C., R.T.C., 450.
- ✓ Brass Hats. By N. M. S., 601.
- Brigade Commanders, New, 310.
- Buenos Aires to New York on Horseback. By F. W. Timmis, 307.
- Bullock, Captain H., F.R.Hist.S. : Indian Cavalry Standards (*Illustrated*), 641.

Caldwell, Captain George L., Veterinary Corps: History of Cavalry Horses, 385.

Cavalry :

Brigade (6th Midland) Inter-Yeomanry Challenge Cup, 495.

Horses, History of. By *Captain G. L. Caldwell, Veterinary Corps, 385.*

Journal Committee, 125.

Madras, Remounting of the (*Illustrated*). By *Major Hon. R. A. Addington, 580.*

Operations on the Russo-German Border (*Maps*). By *H. C. W., 241.*

Operations in the Roumanian Campaign (*Maps*). By *H. C. W., 414.*

Operations of the 3rd French Division, in August-October, 1914 (*Maps*). By *H. C. W., 657.*

X Reorganization of the United States, The (*Illustrated*). By *Major Edward J. Dwan, United States Cavalry, 602.*

Standards, Indian (*Illustrated*). By *Captain H. Bullock, F.R.Hist.S., 641*

Stations, Old (*Illustrated*). By *Lieut.-Colonel B. Granville Baker, D.S.O., 348.*

" X The Future of. By *General Sir George Barrow, G.C.B., K.C.M.G., 176.*

X The Future of. (*A Lecture*), 365.

" X The Support of, by Automatic Fire, 340.

Wireless with. By *Lieut.-Colonel R. Chenevix-Trench, O.B.E., M.C., 546.*

" Versus Warships," 305.

Change in Designations, 309. 7

✓ Chariots and Chariot Racing (*Illustrated*). By *Percy Cross Standing, 406.*

Chenevix-Trench, Lieut.-Colonel, R., O.B.E., M.C. : Wireless with Cavalry, 546.

Coaching Days (*Illustrated*). By *Captain E. W. Sheppard, O.B.E., M.C., R.T.C., 517.*

Coloured Military Prints (*Illustrated*), 339.

Confederacy's Greatest Cavalryman, The (*Illustrated*). By *Captain E. W. Sheppard, O.B.E., M.C., R.T.C., 110.*

Correspondence, 123, 307.

✓ Cost of War—Then. By *N. M. S., 403.*

7 Day's Work, A. By *Lieut.-Colonel C. E. Vickery, C.M.G., D.S.O., 82.*

✓ Discipline, The Value of Individual, 128.

✓ Dream of an Exile, The. By *Royal Dragoon, 571.*

✓ *Dwan, Major Edward J., United States Cavalry: The Reorganization of the United States Cavalry (Illustrated), 602.*

Editor's Notes, 125, 309, 491, 670.

✓ *Edwards, Major J. T. : Amazons: Mythology and Reality (Illustrated), 291.*

Ex-Cavalrymen's Association, 491.

✓ " Exile, The Dream of An." By *Royal Dragoon. 571.*

Fire, The Support of Cavalry by Automatic, 340.

Foch, Marshal Ferdinand (*Photograph*). By *H. C. W., 380.*

Fraser, Edward: Corporal Shaw of the 2nd Life Guards at Waterloo, 634.

✓ Future of Cavalry, The. By *General Sir George Barrow, G.C.B., K.C.M.G., 176.*

✓ Future of Cavalry, The. (*A Lecture*), 365.

- ✓ *Godwin-Austin, Brevet-Major A. R., O.B.E., M.C.*: *Bad Boys (Illustrated)*, 440.
- Grand National, The (*Illustrated*), 167.
- Greys, The Royal Scots, 637.
- ✓ *Handley, Major L. M., 8th K.G.O. Light Cavalry*: *Jungle Wise*, 616.
- Happy Warrior, The, Marshal Ferdinand Foch (*Photograph*). By H. C. W., 380.
- ✓ *Hills, Corporal-of-Horse R. J. T.*: "Bobbajee," 301.
- History of Cavalry Horses. By *Captain George L. Caldwell, Veterinary Corps*, 385.
- Hoghunter's Dinner, A, 309, 492.
- Horse, Australian Light, The, 568.
- ✓ Horse, The, As a National Economic Factor. By *Major-General Sir John Moore, K.C.M.G., C.B., F.R.C.V.S.*, 203.
- "Horse Stood Still," The (*Illustrated*), 94.
- ✓ Horse In Gas Warfare, The. By *Lieut.-Colonel J. J. Aitken, C.M.G., D.S.O., A.V.S.*, 433.
- Horwood, A. R., F.L.S.*: *Across-Country Hunting To-day in the Shires (Illustrated)*, 254.
- Hook, Captain*: "Shaitan," The Boar (*Illustrated*), 217.
- "Hunt of 1780, A." By T. T. P., 104.
- Hyderabad*:
 - Just the Word, 106.
 - Some Generals I have Never Known, 215, 447, 601.
- Indicus*: Pigsticking, 359.
- Indian Cavalry Standards (*Illustrated*). By *Captain H. Bullock, F.R.Hist.S.*, 641.
- X "Jonathan's Answer." By *Captain C. R. Major, The York & Lancaster Regt.*, 277.
- "Jungle Wise." By *Major L. M. Handley, 8th K.G.O. Light Cavalry*, 616.
- Just the Word. By *Hyderabad*, 106.
- Keir-Grant, General Sir William, K.C.B., G.C.H. By *Colonel H. C. Wylly, C.B.*, 562.
- Kettle, Captain L. R., 5th Inniskilling Dragoon Guards*: Is the Troop an Economical Division of the Sabre Squadron? 269.
- Landlord Winks, The (*Illustrated*). By *Lieut.-Colonel B. Granville-Baker, D.S.O.*, 68.
- ✓ Lanky's Lions. By *Charles Trehane*, 14.
- ✓ "Lobster Pots, The." By *Sir George Noble, Bt.*, 236.
- > Locomotive Chase in Georgia, 1862, A (*Sketch*). By *Captain E. W. Sheppard, O.B.E., M.C., R.T.C.*, 259.

Magazines :

Home and Dominion, 133, 313, 499, 673.

Foreign, 138, 319, 504.

✓ X Major, Captain C. R., *The York & Lancaster Regt.* : Jonathan's Answer, 277.

✓ Mechanical Vehicles for Experimental Purposes, The Issue of, 309.

Memorial to the "Old Contemptibles," 127.

Metropolitan Mounted Police, The (*Illustrated*). By Patrick Baggallay, 52, 223.

✓ Military Fallacies and Facts, Some. By Colonel H. C. Wyllly, C.B., 95.

✓ Mortier, Marshal, and the Cavalry Arm (*Photograph*). By Percy Cross Standing, 648.

Mounted Forces of the British Empire and Mandated Territories, 467.

Moore, Major General Sir John, K.C.M.G., C.B., F.R.C.V.S. :

The Horse as a National Economic Factor, 203.

Animals going without Water, 529.

Noble, Sir George, Bt. : "The Lobster Pots," 236.

Notes :

Editor's, 125, 309, 491, 670.

Sporting (*Illustrated*), 161, 331, 495, 666.

Old Cavalry Stations, Ipswich (*Illustrated*). By Lieut.-Colonel B. Granville Baker, D.S.O., 348.

Old Contemptibles, Memorial to The, 127.

Overseas League, 130.

Pigsticking (*Illustrated*). By Lieut.-General Sir R. S. S. Baden-Powell, Bt., G.C.M.G., G.C.V.O., K.C.B., 88.

Pigsticking. By Indicus, 359.

Posters, Old Recruiting, 404.

Prints, Coloured, Military (*Illustrated*), 339.

Publications, Recent, 142, 322, 507, 680.

✓ Purchase and the Cavalry Arm. By Percy Cross Standing, 72.

Recent Publications, 142, 322, 507, 680.

✓ Recovering the Line (*Sketches*), 36.

Regimental Items of Interest, 123, 311, 497.

Reorganization of the United States Cavalry (*Illustrated*). By Major E. J. Dwan, *United States Cavalry*, 602.

Remounting of the Madras Cavalry, The (*Illustrated*). By Major Hon. R. A. Addington, 580.

Rimington, The late Lieut.-General Sir M. F., K.C.B., C.V.O., Colonel 5th Inniskilling Dragoon Guards, 273.

Royal Scots Greys, 637.

Sabre Squadron, Is the Troop an Economical Division of the ? By Captain L. R. Kettle, 5th Inniskilling Dragoon Guards, 269.

- Seydlitz (*Illustrated*). By Major Oskar Teichman, D.S.O., M.C., T.D., 1, 185.
- "Shaitan," the Boar (*Illustrated*). By Captain Hook, 217.
- Sheppard, Captain E. W., O.B.E., M.C., R.T.C. :
 A Locomotive Chase in Georgia, 1862 (*Illustrated*), 259.
 Bonnie Dundee (*Illustrated*), 450.
 Coaching Days (*Illustrated*), 517.
 Confederacy's Greatest Cavalryman, The (*Illustrated*), 110.
- Show Jumpers, Some (*Illustrated*), 589.
- Six-Wheelers with the 1st Cavalry Brigade, Some Experiences of Light.
 Part II, 42.
- Some Generals I have never Known. By Hyderabad, 215, 447, 601.
- Sporting Notes (*Illustrated*), 161, 331, 495, 666.
- Standards, Indian Cavalry (*Illustrated*). By Captain H. Bullock, F.R.Hist.S.,
 641.
- Standing, Percy Cross :
 Chariots and Chariot Racing (*Illustrated*), 406.
 Marshal Mortier and the Cavalry Arm (*Illustrated*), 648.
 Purchase and the Cavalry Arm, 72.
- Subaltern, The. By "Bridoon," 49.
- Support of Cavalry by Automatic Fire, The, 340.
- Teichman, Major Oskar, D.S.O., M.C., T.D. : Seydlitz (*Illustrated*), 1, 185.
- Tiger Shoot, A Christmas. By R. P., 20.
- Trehane, Charles : Lanky's Lions, 14.
- T. T. P. : "A Hunt of 1780" (*Sketch*), 104.
- Vickery, Lieut.-Colonel C. E., C.M.G., D.S.O. : A Day's Work, 82.
- War, The Cost of—Then. By N. M. S., 403.
- Warfare, Amphibious, 619.
- Waterloo Reminiscences. By Colonel F. H. D. C. Whitmore, C.M.G., D.S.O.,
 T.D., D.L., 423.
- Waterloo, Corporal Shaw of the 2nd Life Guards at. By Edward Fraser, 634.
- Whitmore, Colonel F. H. D. C., C.M.G., D.S.O., T.D., D.L. : Waterloo Reminiscences, 423.
- Wireless with Cavalry. By Lieut.-Colonel R. Chenevix-Trench, O.B.E., M.C.,
 546.
- Women Soldiers. By Captain H. Bullock, F.R.Hist.S., 307.
- Wylly, Colonel H. C., C.B. :
 Cavalry Operations on the Russo-German Border (*Maps*), 241.
 Cavalry Operations in the Roumanian Campaign (*Maps*), 414.
 Cavalry Operations of the 3rd French Division, August-October, 1914, 657
 Happy Warrior : Marshal Ferdinand Foch, The (*Photograph*), 380.
 Keir-Grant, General Sir William, K.C.B., G.C.H., 562.
 Rimington, Lieut.-General Sir M. F., K.C.B., C.V.O., The Late, 273.
 Some Military Fallacies and Facts, 95.
- Yeomanry Challenge Cup, 495.

PLATES

Seydlitz, General of Cavalry	Frontispiece
Types of the Arme Blanche in Frederick the Great's Army	To face page 12
Anti-Slipping Shoeing (<i>Diagram</i>)	28
At Work and Play : The Equitation School, Weedon	48
Metropolitan Mounted Police. Part I	54, 56, 58, 62
Walberswick Common	68
The Prince of Wales Winning the Hog Hunter's Cup	90
Tobaggoning on Sheet Rock	92
" The Horse Stood Still "	94
General Nathan Bedford Forrest	114
Sporting News	160, 162, 164, 166, 666
Liverpool Grand Steeplechase, 1839 ; The Brook, Second Round	167
Liverpool Grand Steeplechase, 1839 ; The Stone Wall, First Round	170
Seydlitz	186
Seydlitz during the Battle of Rossbach	194
A Remarkable Pig-Sticking Photograph	218
Metropolitan Mounted Police. Part II	224, 226, 228, 230, 232, 234
Quorn Hounds at Billesdon Coplow, 1926	254
Opening Meet of the Quorn Fox Hounds at Kirby Gate, Melton Mowbray	255, 256
Quorn Hounds at John O'Gaunt's Cover	258
Amazons : Mythology and Reality	292, 296, 298
Coloured Military Prints : " The Blues, 6th Carabineers, 9th Lancers "	339
Kennels of the Essex and Suffolk Hunt, at Stafford St. Mary	356
Marshal Ferdinand Foch	380
Chariots and Chariot Racing	406, 408, 410
Review of the Gentlemen Cadets (Royal Military College)	442
John Grahame of Claverhouse	452
" The Elephant and Castle," on the Brighton Road	517
The Comforts of Being Drove like a Gentleman	520
The Consequences of Being Drove by a Gentleman	520
North-Country Mails at " The Peacock," Islington	526
Defeat and Death of the Freebooter Dhoondiah Waugh	584
Show Jumpers.. .. .	590, 592, 596
Reorganization of the United States Cavalry	604, 608, 612
Standards Old and New, of the 2nd Lancers (Gardner's Horse).. .. .	644
Standard of the Poona Horse (17th Q.V.O. Cavalry)	646
Adolphe Edouard Mortier, Duke of Treviso	648





Seydlitz

General of Cavalry



THE CAVALRY JOURNAL

JANUARY, 1929

SEYDLITZ

UNIV. OF
CALIFORNIA

By MAJOR OSKAR TEICHMAN, D.S.O., M.C., T.D.

PART I

FREDERICK WILLIAM VON SEYDLITZ (or Seidlitz) was born on 3rd February, 1721, at Calcar on the Rhine, his father's garrison town, some ten miles from Cleves. Calcar is really on a back-water of the Rhine, which shaped like a spur is said to have given the place its name; and this name young Seydlitz was eventually to symbolize by becoming the spur which, once applied to the flanks of Frederick the Great's Cavalry, converted unwieldy masses of horsemen, who charged at a slow trot and fought only with pistol and carbine, into the most efficient cavalry that ever existed. When the boy was five years old, his father, who had been a squadron leader of Dragoons, was appointed to command the Cuirassier Regiment of the Margrave Frederick William (nephew of Frederick First) and was transferred to Schwedt in East Prussia. A few years later young Seydlitz lost his father, and at the age of fourteen became page to the Margrave at the petty German Court of Brandenburg-Schwedt.

This prince, known as the "Wild Margrave," was notorious for his dare-devil actions and gallantries; he was an expert horseman, fond of hunting, and enjoyed taking the biggest risks. For four years Seydlitz remained his page; and the

training which he received under such a master, who was always playing mad pranks, gave Seydlitz a steadiness which enabled him to risk his life without flinching, and to deliberate quickly and calmly when in danger. The story that in later years he never removed his pipe from his lips until about to charge, is characteristic of that imperturbability in the heat of battle for which he was so famous.

The "Wild Margrave" was delighted with the way in which his page broke in the most difficult horses, and the pluck he showed in being always willing to attempt hare-brained feats of horsemanship. One of these, which was often performed by the Margrave and his page, was to gallop through the sails of a revolving windmill! Many years later, when a cavalry general, Seydlitz repeated this feat in order to win a bet.

Often the mad Duke used to drive out in a small hunting cart with four horses, his page, according to the custom of the day, standing behind. When clear of the town the reins would be thrown on the horses' necks and they would be lashed into a furious gallop; it then required a considerable amount of nerve and judgment to jump clear before the inevitable crash occurred! For the Margrave's amusement young Seydlitz was made to ride the stags in the Ducal deer park. When out hunting he had to give the Duke leads over the most impossible places, resulting generally in shattering falls for both master and page. The Margrave was an expert pistol shot and a fine swordsman, and in the use of these weapons his page also became very proficient.

In 1740, the Margrave, after repeated requests (because he did not wish to lose him) gave Seydlitz a commission as Cornet in his own Cuirassier Regiment, which was stationed in Pomerania. The relations between the Colonel (von Rochow) and the Duke were somewhat strained at that time, hence Seydlitz was not received with open arms; the young Cornet was well aware of this, and soon began to experience his Colonel's displeasure. However, Seydlitz performed his duties so well that it was difficult to find fault with him. Not being sufficiently well-off to buy his own chargers, he broke in young

remounts himself, and attained the reputation of being the best rough-rider in the regiment.

When, in December, 1740, Frederick the Great invaded Silesia, the Margrave's Regiment formed part of the advance guard, and the enthusiastic young Cornet could scarcely contain himself for excitement. During one of the minor actions of the year 1741, Seydlitz found himself orderly officer in attendance on the King. An Austrian battery was inflicting a few casualties on the Prussian flank, and Frederick was heard to ask what was the calibre of the enemy's guns. Without a word young Seydlitz galloped into the firing line, dismounted, waited for another shell to explode, picked it up and returned with it to the King. Frederick was pleased with this tangible answer to his question, and at the sangfroid displayed by the young officer.

Although the War of the Austrian Succession (and First Silesian War) had broken out in December, 1740, it was not until February, 1742, that Colonel von Rochow's Cuirassiers, in which Seydlitz was a Cornet, took an active part in the campaign. Frederick the Great had invaded Silesia in the previous year, when the country had only been sparsely garrisoned by the Austrians; but now Silesia was infested with Maria Theresa's Light Troops, which von Rochow's Cuirassiers, and other cavalry regiments garrisoned in that country, had to deal with. In February the Cuirassiers were lying in the little town of Kranowitz, when the Colonel heard that 6,000 Hungarians were approaching through a narrow valley, which was intersected by a village called Ratibor. He at once decided to throw an advance post into the village in order to delay the advance of the enemy.

Seydlitz was detailed for this duty. The relations between the two had not improved; and the Colonel's grudge against the Cornet had been increased by the fact that the latter had openly criticized the Regiment's inactivity during the past six months, particularly at the Battle of Mollwitz, when it did not come into action. It was whispered by the other officers that the Colonel had selected Seydlitz for this duty, out of his turn,

in order to give him a fall ; and that a squadron ought to have been sent instead of a troop.

Seydlitz's orders were to put the village in a state of defence, occupy the heights on either side, block the pass, and hold on at all costs until relieved by Infantry. The young Cornet took his troop of thirty Cuirassiers and rode out to Ratibor, which was some seven miles away ; but scarcely had he entered the valley before his scouts reported that the enemy's outposts could already be seen approaching the village from the far side. On receiving this information, Seydlitz gave the order to gallop and soon afterwards reached his destination—and only just in time. The village was flanked on either side by steep cliffs and intersected by a single narrow street. The Cuirassiers barely had time to dismount and put their horses in a courtyard, before the enemy commenced to attack the place. Seydlitz posted his men in two houses at the end of the village which commanded the valley, and determined to hold on until relieved. For two hours the thirty Cuirassiers with their carbines held up some hundreds of Hungarians ; but eventually the enemy surrounded the little garrison. Seydlitz, who was a remarkably fine shot, kept his head and accounted for many a Pandour with his carbine. But when the Cuirassiers had exhausted all their ammunition and many had become casualties, a *parlementaire* approached and demanded the surrender of the little band. Seydlitz however, hearing distant firing and thinking that it must be his relief, refused, and a few minutes later made a sortie, sword in hand, followed by his ten survivors. The Cuirassiers made a dash for their horses, and as Seydlitz was in the act of mounting, his horse was shot under him ; the men refused to leave their officer in the lurch and consequently all were captured. Seydlitz and his troop had really attained their object, as they had managed to hold up the Hungarians for over two hours ! It transpired afterwards that Colonel von Rochow heard the heavy firing but refused to send supports, although entreated to do so by his officers, until he received orders from the Divisional General. Three squadrons were then despatched, but they arrived after the Hungarians had

captured the village, and were driven back by the enemy; and eventually it required a battalion of Infantry to stem the tide. The General then realized what a fine defence Seydlitz had put up, and, unbeknown to Rochow, reported details of the affair to Frederick the Great.

It is curious that the first action of the greatest cavalry leader of the 18th century, and of all time with the exception of Murat, should have been a dismounted one.

Seydlitz was taken to Raab in Hungary as a prisoner of war, and while there enjoyed himself riding and breaking in the fine Hungarian horses for which the district was famous. He also made a complete study of the fortress, a task which stood him in good stead in later years. Towards the end of May, 1742, to his great joy, he was exchanged for an Austrian Cavalry Captain. Seydlitz knew that it was unusual to exchange a Cornet for a Captain, and wondered whether the King had done this as a reward, or simply in order to have him court-martialled. But the young man's doubts were soon set at rest after he had been interviewed by the King. Frederick looked him sternly up and down, and Seydlitz faced his piercing gaze without flinching. "He appears to have had bad luck," said the King; "now let him tell his own story, and it must be the whole truth!"

Seydlitz recited a straightforward and simple account of the affair, and Frederick, previously conversant with all the details, was delighted with the description of the action, in which the Cornet scarcely mentioned himself but extolled the bravery of his Cuirassiers.

At the conclusion of the interview, the astonished Seydlitz was asked by the King whether he would prefer to be promoted Lieutenant of Cuirassiers or Captain of Hussars. The latter were at that time a comparatively new arm in the Prussian service. Frederick was very anxious to increase and develop his Hussar Regiments, but socially they were on a lower scale than Dragoons or Cuirassiers. Seydlitz chose the Captaincy in a Hussar Regiment.

Colonel von Rochow, who knew nothing of this interview,

THE CAVALRY JOURNAL

received Seydlitz with contumely and said that owing to his surrender, the honour of the Regiment had suffered ; and that he must report him to the King for his failure to hold the post at Ratibor !

Seydlitz replied quietly that there was no need to report the matter, as he had seen the King who was satisfied with the explanation given ; that he had only come to say good-bye and to thank the Colonel for giving him a task which, although it looked hopeless, had turned out so happily for him ; as it resulted in the King promoting him Captain and promising him a squadron of Hussars !

During the interval between the two Silesian Wars, Seydlitz took part in the July manœuvres of 1743. One day, while temporarily attached to the King's suite, he happened to be discussing his own capture with several young officers ; Seydlitz concluded his story with the statement that only the loss of his horse could excuse a cavalry officer being taken prisoner. The King overheard this conversation but apparently took no notice of it. Half an hour later, the escort was obliged to pass over a bridge ; the King stopped in the middle of it, and turning towards Seydlitz, who was surrounded in front and rear, said to him : " And now young man, although you have not lost your horse you are my prisoner. Suppose for instance that we were enemies, you would not attempt to pass by force. What would you do then ? "

For a second Seydlitz's keen eye measured the height of the balustrade which flanked the bridge, and then, with a touch of the spur, he rode his horse at it. For a few moments horse and rider disappeared in the flood, but soon, to the relief of the onlookers, they were seen making for the bank a little lower down the river. While watching this performance, Frederick is reputed to have said : " I must be careful what I say to this fellow in future, as I still have need of him." A little later Seydlitz returned to the retinue near the King, whom he saluted saying, " Sire, behold my reply." This little episode is characteristic of Seydlitz's initiative, energy, and promptness of decision ; it is a good illustration of the spirit which

should animate a cavalry officer. Seydlitz behaved in the same way throughout his life—with one glance he would sum up the situation and then *act*.

The Natzmer Hussar Regiment, known as the White Hussars on account of their white fur pelisses, in which Seydlitz was appointed squadron leader, had recently been converted from Lancers. Frederick disliked this arm, and is reported to have said "Only my Lancer Regiments are not worth their keep!"

The new Regiment therefore, as Warnery remarks, required a lot of strenuous training in order to be able to pass muster at the first inspection by Frederick, who bore it a grudge on account of its origin. Seydlitz took an important part in this training, and in a few months his squadron became an example which other squadron leaders emulated. He was particularly anxious to test it on active service, but the Peace of Breslau prevented him from doing so: however a period of garrison duty in the newly ceded province of Silesia, which contained country of every description, provided opportunities for further training. When Frederick the Great made his first inspection of the White Hussars, he reported on them very favourably and remarked that Seydlitz's squadron was a model which all Hussar officers might follow with advantage.

On the outbreak of the Second Silesian War in August 1744, Frederick invaded Bohemia with 70,000 men, captured Prague and at the same time threatened Upper Austria. The White Hussars were at that time in Nassau's Corps which was operating in Bohemia.

The King had recently appointed a certain Colonel von Schutz, formerly a Captain in the Russian Service, famous as a brave partizan but notorious for his cruelty, to command the White Hussars. Many stories were told of the relentless way in which this man treated not only his Austrian prisoners but also the civilian population. Peasants impressed as guides were butchered in cold blood when he had no further use for them, lest they should give information to the enemy. He gave no quarter, all Austrian prisoners were shot. The villages

and farmsteads which he encountered were pitilessly burnt, and the inhabitants treated with ferocious cruelty. It is possible that Frederick, in appointing this monster to command the White Hussars, was having his revenge on Maria Theresa for utilizing such men as Baron Francis von der Trenck, Trips, and Mentzel, who commanded the wildest of the Austrian Light Troops.

While Seydlitz was serving under Schutz, he endeavoured to inculcate a spirit of humaneness into his C.O., and often succeeded in restraining him from committing atrocities. Colonel von Schutz, who with all his faults was a brave soldier, valued Seydlitz for his fearlessness, initiative and personality: the latter certainly had a calming influence on the harsh partizan. In the following year Schutz was literally cut to pieces when leading a charge at Gorezn, in a small engagement with some Hungarian Hussars.

During the spring of 1745 Frederick's Hussar Regiments had several successful encounters with the enemy, and, as he remarks in his "memoirs," they at last appeared to be able to meet the Hungarian Hussars on equal terms. The White Hussars in particular distinguished themselves so much that the King quite forgot his grudge against the ex-Lancer Regiment.

In May, 1745, after a hot engagement at Landshut, the Austrians were driven back into Silesia. Colonel Soldau, who commanded the first line of the Prussian Cavalry, allowed the enemy to retire through the village of Reichenndorf after the engagement. The White Hussars, who were in the second line, were much incensed at this lack of initiative: but three of their squadron leaders could not bear to miss such a good chance of pursuing the enemy: suddenly Seydlitz, Malachowsky, and Warnery, without any orders, galloped their squadrons through the stationary first line and fell upon the retreating Cavalry. They had just come to grips with the Austrians, when Colonel Soldau, furious at this unauthorized advance, caused the rally to be sounded: in those days it was customary to rally in rear. The three errant squadrons halted, about turned, and galloped back in considerable confusion owing to

their being closely followed by the enemy. Seydlitz was very angry at being recalled, as he knew that there was no reason for his men to retreat, and that the rally in rear on such an occasion was a most dangerous proceeding. As a result of his representations, the King soon afterwards laid down that the cavalry should rally to the front instead of to the rear, i.e. rally after a charge while pursuing: this prevented a reckless and disorderly pursuit and gave a commander a better chance to follow up a victory, resist a counter attack by the enemy's reserves, or attack their rear or flank. This rallying in front was the first innovation which Seydlitz introduced, and it was followed by the cavalry of other European countries.

Colonel von Winterfeldt who witnessed the above action, wrote at the time to the King: "Your Majesty has in Captain von Seydlitz a squadron leader without equal."

At the battle of Hohenfriedberg (June 4, 1745) Seydlitz with his squadron charged impetuously through the Saxons, and took General von Schichting prisoner, after severing the General's reins with his sword. A few weeks later, although only twenty-four years of age, he was promoted Major.

At the battle of Sohr, Seydlitz's squadron was on outpost duty at dawn, and discovered the Austrians advancing through the Königreich Forest to attack Frederick in flank. When the King had executed his famous change of position under a galling fire, so that his right flank became his front, Seydlitz's squadron was one of those which charged uphill against the Austrian cavalry. He distinguished himself greatly during the battle and was shot through the arm. With the Peace of Dresden (December, 1745) the Second Silesian War came to an end, and the White Hussars were detailed for garrison duty, by squadrons, in Silesia.

In 1746 Seydlitz with his squadron was garrisoned in Trebnitz. Warnery was at that time also a squadron leader in the White Hussars; he had an intense admiration for Seydlitz, and has left us some interesting details about him.

Seydlitz was always strict but fair with his men, and seldom ordered corporal punishment. He never demanded anything

of his Hussars which he could not do himself. He also insisted on the squadron officers never setting their men a task which the troop leaders could not perform efficiently. He soon won his men's hearts: they adored him, and under his leadership would go anywhere and considered themselves invincible. Seydlitz was certainly fortunate in the type of man which was enlisted in Frederick's cavalry in those days. As the Cavalry was continuously used on out-post duty in small parties and often singly, the men almost daily had opportunities to desert: consequently it was necessary they should be chosen with the utmost care. They were recruited entirely from among the sons of small landed proprietors and farmers, the parents being responsible for man and horse in case of desertion. They may be compared to that splendid type, the British Yeomanry trooper, who, owing to the abolition of so many Yeomanry Regiments, is now becoming scarce.

Warnery tells us that Seydlitz, although a young man, took his profession very seriously; and in training his squadron followed the King's Instructions of December 1st, 1743, to the letter: these were as follows:—"In order to make their men into true Hussars the officers must see that every man rides daily. The recruits must ride bare-back and on the snaffle in order to get a good seat. The officers must insist on their men riding with a short rein so as to be able to control their horses. When the recruits have ridden bare-back for a time, the officers shall instruct them individually with saddles and stirrups, and show them how to bend, stop short, and about turn. His Majesty commands that every Hussar shall be sufficiently adroit to pick up an object from the ground at the gallop, and to remove his comrade's hat at full speed. The Hussars' horses must all be ridden from the shoulders, so that a Hussar can turn his horse at will on the space occupied by a crown piece."

Seydlitz knew how to interpret those instructions, and infused his Hussars with the desire to become the finest horsemen in the army. The Turkish Spahi was the type of horseman which he and his squadron tried to emulate; and he endeavoured to combine the agility and endurance of the Spahi with the

weight of the Paladin of old : man and horse should be as one, and never falter at the stiffest fence, the broadest ditch, or the heaviest fire. Seydlitz accordingly drilled his men to charge across ditches, leap hedges and cross hollow roads at the gallop. He insisted on each Hussar being individually instructed, so that he learnt his swordmanship and horsemanship step by step. Eventually every man had to be able to break in and school the wildest remounts. The great care which Seydlitz bestowed on the training of both men and horses was the foundation of the ability of Frederick's Cavalry to manœuvre in large bodies with such remarkable speed. In spite of the irregularities of the ground round Trebnitz, the Hussars learnt to perform all the evolutions required in the field at the gallop, in perfect order and without stirrups.

It gave Seydlitz the keenest pleasure to exercise his squadron at the gallop, and, as Barnhagen von Ense remarks, "to throw it about like a ball in his hand." He laid great stress on the following Instruction in "the King's orders for Hussars 1743."

"It must be impressed on every Hussar that he must be very attentive to the sound of the rally. His Majesty insists on each squadron being able to rally in the shortest possible time." Seydlitz made his officers keen on cross-country riding by establishing a sort of drag hunt : he always led the field and insisted on his followers taking his own line. Often he and his officers dined out at neighbouring country houses, and on these occasions, when there was sufficient moon, they always had to follow him back to barracks across country. In 1748 the King was anxious to promote Seydlitz Lieutenant-Colonel, although he only had been a Major for three years ; but General von Winterfeldt persuaded him to postpone the promotion saying : "Your Majesty will not be in a position to reward him at another time, even if you make him a Field-Marshal, if you satisfy his ambition too soon."

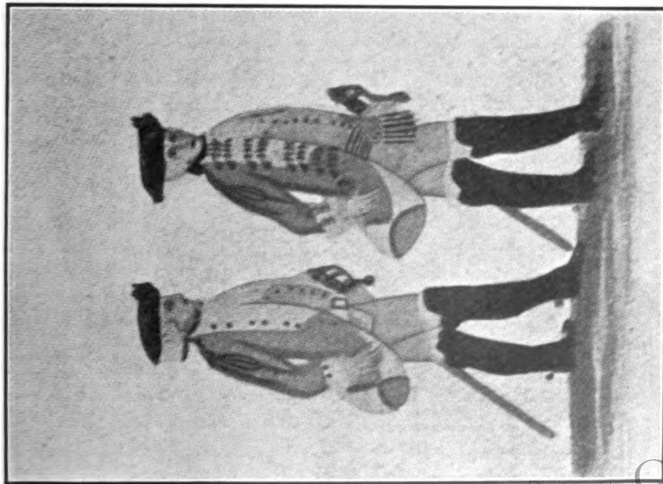
For some time Frederick followed von Winterfeldt's advice, but after the autumn manœuvres of 1752, in which Seydlitz greatly distinguished himself, the King promoted him Lieutenant-Colonel. At these manœuvres Frederick was

dissatisfied with the Dragoon Regiment, Prince Frederick of Wurttemberg, and appointed Seydlitz to command them and put their house in order. At Treptau in Pomerania, where the Dragoons were stationed, Seydlitz was as successful as he had been with his Hussars; and by his intensive training soon raised the Regiment to such a pitch that, in the autumn of 1753, he was transferred to command the Cuirassier Regiment, von Rochow.

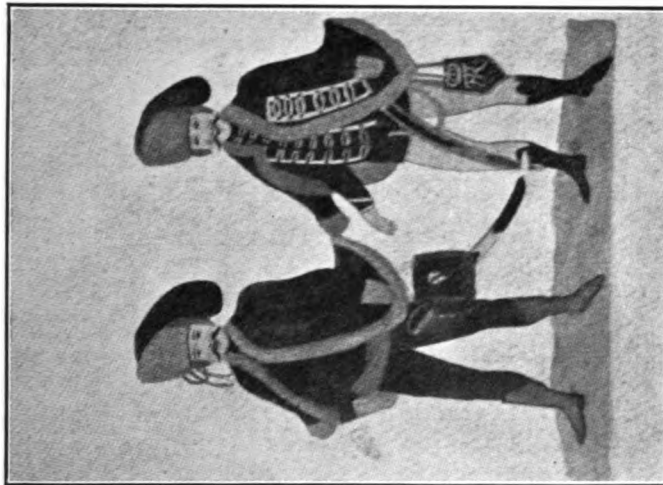
He was 32 years of age when he took over the unit, at Ohlau in Silesia, in which he had commenced his military career as a Cornet.

Seydlitz had now served in all three branches of the Cavalry arm; he had commenced as a Cuirassier, had served several years as a Hussar, one year as a Dragoon, and was now a Cuirassier once more: he was therefore conversant in their various forms of warfare. The King, who had his eye on Seydlitz, effected these changes on purpose, as he considered that an efficient Cavalry leader should be proficient in every branch of the *arme blanche*, and not be tied down to one in particular. This principle was applied to the men also: normally the Cuirassiers were used in the front line, the Hussars being placed on the flanks and in reserve, although they chiefly functioned in minor operations as light troops: the Dragoons occupied an intermediate position between the Cuirassiers and Hussars, and were employed with both. But Seydlitz had always trained his squadron or regiment to perform the duties of another Cavalry arm as well as their own, the Cuirassiers often performing the duties of light horsemen and the Hussars being used in serried squadrons as if they were heavy Cavalry of the line. Frederick adopted this system universally and used his Cavalry in every kind of service, as the opportunity arose.

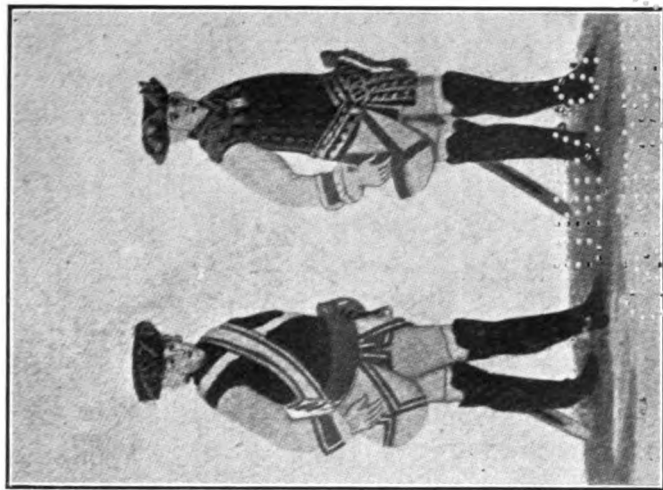
In the manœuvres of 1754, Seydlitz, who used to exercise his regiment at the gallop on very broken ground, was criticized by the King on account of the many accidents and even deaths which occurred amongst his Cuirassiers. To this, Seydlitz replied: "We can soon put an end to that, Your Majesty, but if you make such a fuss about a few broken necks you will never



DRAGOONS



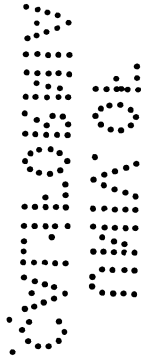
HUSSARS



CUIRRASSIERS

Types of the Arme Blanche in Frederick the Great's Army

From a contemporary print 1759.



have the bold horsemen you require for the field!" This anecdote, as Nolan remarks, is a striking illustration of the spirit in which the Cavalry of Frederick the Great was trained and handled.

At this time the King introduced his celebrated "Oblique movement"*: the system of forming line to the front from column by the oblique march of troops or squadrons, across the straightest line to the position each was to assume in the new alignment. Formerly the custom had been to wheel the head of the column to the right or left, and as soon as the whole column was upon the new line to wheel into line. But Frederick wished to avoid showing his flank to the enemy, and to march the shortest way obliquely towards them. When he proposed this to his officers, Seydlitz and a few others were most enthusiastic, but the older Generals said it was a thing which had never been done or even thought of! "It has been thought of" said Frederick, "and shall be done!" The old Generals then remarked that it would mean taking the men to the riding school again and drilling them for the purpose. "They shall," said Frederick, "and the horses too." The Generals protested that many limbs would be broken before this manœuvre could be accomplished successfully. "What does that matter" said the King, remembering Seydlitz's retort to him, "if it should be the means of gaining a victory." The experiment was tried by Seydlitz, first with a few and afterwards with larger numbers, and succeeded admirably. It was first put into practice, as we shall see at Kollin, and later at Leuthen where it was instrumental in winning the day.

Seydlitz now remained a Cuirassier and henceforward always appeared in that uniform, whatever his rank; but he was always without prejudice as regards the other mounted branches of the Service, and retained a soft spot for the Hussars. In 1755 he was promoted Colonel of Cuirassiers, and we find him in that position in the following year, when the Seven Years War, in which he was to play such a brilliant part, broke out.

*According to Carlyle, introduced by Epaminondas (in B.C. 371) and revived by Frederick.

(To be continued.)

LANKY'S LIONS.

By CHARLES TREHANE.

"If them Germans get me, Ginger, send back a lock o' me 'air ter me poor dear wife," he was saying brokenly.

"Which wife, Lanky?"

"But you ain't got no 'air."

"Well, I ain't got no wife neither."

Private Larkin was about to leave camp, and, as usual, was acting the buffoon. He was a funny little man, a squat, comical figure with very bandy legs and practically no neck; his solar topi, much too large, almost rested on his shoulders.

The army had christened him "Lanky."

We were out in East Africa, chasing the elusive Von Lettow, and were camped beside the Rovuma River. It was not a big camp—just two squadrons and a wireless section—so the pole supporting the far end of the wireless aerial had, perforce, to be outside. And as one never knows what a bush native whose sole clothing consists of the bark of a tree may take a fancy to, I'd had a grass *boma* built round the pole and told off a couple of men to sleep in it.

Larkin and a man called Clark were just going out there for the night.

I did my usual round of the horses, saw they had all had their dope—for we were in a tsetse belt and had to give them arsenic every night—and then prepared to go to bed.

We none of us had tents or camp beds, so my bedding-roll was laid out on the ground beside Strickland, my second-in-command. I crawled under the mosquito net, which my orderly had rigged up with four sticks stuck in the earth, and managed to get into my "flea bag" without bringing the whole contraption flopping on my head, and for some time lay there in the

darkness listening to the horses munching. Unpleasant-looking, enlarged, caterpillar-worms and huge ants came and peeped at me through the mosquito net—about an inch from my nose—and I couldn't help wondering if a scorpion wasn't burrowing in somewhere. But I was getting used to these nocturnal visitors and very soon dropped off to sleep.

Suddenly I woke up. Something had disturbed me.

I lay tense and alert, as one does on such occasions, listening hard. There was a loud sort of drumming going on.

"What the hell's that row?" Strickland's startled voice.

"What is it?"

Gunfire . . . no, it wasn't that . . . thunder . . . no, it was continuous and quite near . . .

"Gosh! I believe it's an earthquake. You put your ear to the ground; it seems to be vibrating."

It was. I pressed my head on the ground, and it was much louder—a continuous rumbling . . . drumming . . .

And then it suddenly dawned on us. It was the horses!

They were all round us, in lines running along each face of the camp, forming a large square with ourselves in the centre; they were shackled with head and heel ropes, and every single one of these horses was capering and stamping and tugging at his ropes, half mad with fright.

"What on earth's the matter with them? They're crazy," exclaimed Strickland.

And then came the explanation. Far away we heard a great, deep roar . . . and then, quite close, three loud, moaning grunts.

"Lions!" we both exclaimed simultaneously.

I don't know why it is, but there is something really frightening about the roaring of lions in the bush at night. You can't imagine it unless you've been through it. It gives meaning to the phrase "putting the fear of God into you." And there we were, lying on the ground in pitch darkness, surrounded by a hundred terrified horses that might at any moment stampede. There was nothing we could do; if they did

stampede we were safer on the ground—so there we lay, waiting, scared.

The next few seconds were distinctly unpleasant, and then the hubbub gradually subsided. The men got up and helped the horse sentries, and with a lot of patting and coaxing and an occasional curse they got the animals quietened.

But we didn't get any more sleep after that. The lions were prowling round the camp all night; we could hear their peculiar, loud grunting, first on one side and then on the other, and I think most of us—at any rate I know I was—were extremely relieved when the dawn arrived.

It had been light for about half an hour when the Wireless Sergeant came to me. I could see there was something the matter from his scared face.

"What's wrong, Sergeant?"

"It's Lanky, sir, er . . . Larkin, sir," he corrected himself breathlessly, "out there in that hut—he was all alone."

"Alone?"

"Yes, sir; Private Clark didn't feel well, sir, had a go of fever, and came in just before lights out. Larkin said he didn't want no one else, so I didn't send anybody out. Thought it wouldn't matter, sir."

I hardly dared to ask the next question.

"Isn't he all right?"

"No, sir; I've been out to see. He isn't there."

I knew it was coming; but though I expected it, it gave me a sinking feeling in the stomach. I once saw the remains of an African sentry who had been carried off and half eaten by a lion, and I shall never forget it. And poor Larkin was such a favourite; he was always so cheerful and good-humoured and ready with a joke when everybody else was feeling fagged out and fed up. I simply daren't think what had happened to him.

I went out to the hut straight away, with Strickland and the Wireless Sergeant and a couple of the African stretcher-bearers. Larkin's clothes were lying on the floor beside his blanket and mosquito net, just as he must have taken them off the night before. But otherwise the hut was empty.

One of the stretcher-bearers pointed to some marks on the ground.

"*Simba, bwana* (lion, master)!"

There, on a little patch of sand the great pad marks were unmistakable. In some places my untrained eye couldn't see anything, but the Africans could. The tracks ringed the boma. Some of the brutes must have prowled round and round, close up to it, before their hunger had goaded them sufficiently to get up enough courage to go in. It was really dreadful to think about.

"I'm 'fraid there's not much hope," I said dismally. "But we'd better start a search straight away. They probably wouldn't take him far, so we ought to be able to recover what's left of the poor devil."

Strickland went into the camp to collect some men, and the sergeant and I started off towards the river.

The country was very enclosed; huge trees reared up straight out of the ground to interlace their branches high up above in a tangled spread that almost blotted out the sky. The ground below was covered with ramping undergrowth and big straggling bushes; it was only here and there that one came across a little patch of sand.

I couldn't follow the tracks—there were no very obvious ones anywhere—but I thought if we cast round in the bush for a hundred yards or so we'd probably come across something.

We started off together, keeping a few yards apart, and headed towards the river bank.

"What's this here, sir?"

The sergeant pointed to a track leading away from the camp. "Looks as if something had been dragged along here."

I went over to him, but it was a false alarm. The track had been made by the African stretcher-bearers dragging in bundles of dried grass for building the hut.

"That's it, sir," and we proceeded forward.

For some time we walked slowly on, pushing our way through the tangled bush, scanning carefully every inch of the ground at our feet. And then we really did find something.

We came to a little open patch of sand with tracks right across it; pad marks just like those round the hut—lots of them. We followed on quickly to where they led round a large thorn bush. I was in front, and when I got round that thorn bush I got a dreadful shock.

There, on the ground, was a bone, a half-chewed bone, and the earth all round it was soaked with blood!

You can imagine what an awful turn that gave me. It was somehow what I'd been expecting, and yet when I saw it—it was terrible.

But I was wrong—thank God. Just ahead was the half-eaten carcass of a horse. We had shot the brute, I remembered, the day before, in the last stages of horse-sickness, and the lions, or some of them, had obviously been at it. I went on, but just for a moment I felt quite shaky.

I couldn't see much; even if there had been no bushes it would have been impossible to make out anything more than a hundred yards ahead, for all around were tree trunks—and beyond them more tree trunks; they reared up like a forest of gigantic, irregular hop-poles, shutting me in on every side. After a little while we got separated, and I went on alone, peering forward round every bush expecting to come upon—I knew not what.

I had worked my way to where I could see the ranks of trees standing at the water's edge, when suddenly the sergeant shouted, and I ran, stumbling over the ground, in the direction of his voice.

On the far side of an enormous baobab I came upon them. Yes. *Them.*

For there, behind a bush, squatting in a shallow pool beside the river, with nothing on except his ridiculously large topi, was Larkin, completely unconcerned, washing himself!

I can distinctly remember, even now, the feeling of tremendous thankfulness that seemed to surge over me. I felt I wanted to rush up and shake him by the hand. But the sergeant showed his relief differently: he started to tell off the

wretched man as only sergeants can—for being out of camp without permission.

“An’ you sittin’ there *washing* yerself when you ought by rights to’ve been devoured by them lions!” he exploded.

Poor Larkin was all at sea. He was scared, distinctly scared, and sat there gazing at me with his mouth wide open, but that was because he didn’t know whether a nude private, discovered sitting in a pool of water, should stand up and salute or remain immersed.

As for lions—he told us he’d slept peacefully the whole night and knew nothing of lions!



A CHRISTMAS TIGER SHOOT

B—— and I had been invited to stay with my friend, the Resident at I——, in Central India, for our Xmas leave. In his letter to me, enlarging on the various festivities in store, he said: "Don't count too much on a tiger, as the Viceroy is coming here in January, and I cannot definitely promise you one."

It was towards the end of lunch on the day of our arrival that the Resident was called away. On his return he announced that a tiger had killed about eighteen miles out, and as the Forest Conservator was doubtful how long he would remain on the kill, we were told we had to set out at 3 p.m. Owing to the usual delay in this country, our rifles had not yet arrived, so we had to borrow a .375 Mannlicher from our host, with which we went and practised after lunch, almost demolishing a brick wall. Owing to our great state of excitement the foresight was describing rings round the backsight and we felt certain we would miss the King of Beasts. As there was only the one chance B—— and I tossed and he won, but it was decided that I should take a rifle in case of "emergencies."

Punctually at 3 p.m., the Forest Conservator arrived, to whom we were both introduced. He was a short, thick-set man with large bushy eyebrows, moustache to match, and a grin that extended from ear to ear. The back of his head was dyed with henna—what the big idea was we never discovered, unless it was that, like our fair sex, he was afraid of his grey hairs betraying his age. His dress, considering what we were after, rather amused us. A solar topee surmounted his "auburn" locks, then a long sunproof coat, jodphurs, at the bottom of which were seen frightful blue socks disappearing into a pair of crepe-soled brown shoes. He carried under his

arm an enormous .500 double barrel rifle, but we felt sure that such a magnificent gentleman was quite capable of tackling the tiger unarmed.

While he was talking to the Resident he was very subdued and deferential, but as soon as he got in the car with B—— and me, knowing us to be novices at the game, he cast off the cloak of modesty and appeared in quite a different garb. Though always very courteous, his conceit and self-confidence were beyond all conception. If he had been one of our fellow countrymen we would have kicked him for being a pompous ass. But we were soon to prove that his optimism and general *joie-de-vivre*, as regards our chances for securing the trophy, were by no means groundless. On the way out he painted us vivid pictures of his past history and his great bravery in dropping charging tigers at his feet as if they had been rabbits. In due course we discovered we were going to shoot a tigress with almost full-grown cubs which had been in the neighbourhood for about four weeks.

On leaving the Residency we drove through many miles of cotton fields, which is the chief cultivation in that district, and eventually came to the head of a ghat, or ravine, with great high, tree-clad, banks, sloping away to a small dried-up river bed. The road entered this ravine clinging by its eyelashes, as it were, to the steep hill side as we descended in zig-zags, rather like the road from Sarafand to Jerusalem. After driving down this valley for three miles, we came to a forester's hut, with a small crowd of attendant "sightseers," and a forest path leading away to the left between white stones to mark the way in the dark. Along this track we rattled in "Henry" for a mile and a half, and then came to a clearing in the jungle, where we were met by two Shikaris, veterans at the game, with long white beards, and numerous lesser "fry." In silence the Forest Conservator got out of the car and said that we must walk a mile from here. He then took his rifle under his arm and set off at a pace that would have frightened a competitor in the London-Brighton walk. B—— and I did our best, but after the first burst, tailed out badly. On rounding a bend

in the path I found, much to my relief, that our friend had stopped and was carrying on an animated conversation with another shikari. On coming up with him he turned to me and with his twinkling eyes and smiling face said "they are present." It was an amusing way of putting it, and he said it with the utmost disinterest, as if it was an every day occurrence to see "them,"—as a matter of fact it was, because daily he had had the tigress and the cubs, not only under his supervision but also under that of his shikaris. Having informed B—— of this exciting piece of news, we turned right-handed, going slower now, and almost at once came to an eight foot square tatty enclosure open at one corner into which we went. All round us was thick jungle and close at hand I noticed a ladder ascending a tree where we could see a machan. As soon as we got into the enclosure, I noticed in the far wall two pieces of sacking, about three inches in diameter and three feet apart. The Forest Conservator squatted down and withdrew one of these pieces of sacking. Having satisfied himself that all was well, he beckoned me to approach, and sitting down by him I saw a sight that would please one very much in the Zoo, but to see it under natural conditions was marvellous, and as the Forest Conservator informed us afterwards, it was a sight that he himself had very scarcely seen, although he had accounted for a hundred tiger.

This is what we saw, it is hard to describe, and therefore I hope you will bear with my shortcomings. Even if I had had a camera with me, owing to the shade it would have been hard to get a successful picture.

Thirty yards in front of us was a thick thorn fence, about three feet high, screening a small nullah, long since waterless. Beyond the nullah the ground rose like a stage and here in the middle of the glade was a tree with a dead buffalo tied at its foot. Round the buffalo played the two cubs, standing about three inches shorter than the mother, rolling over and slapping each other with their thick heavy paws. Occasionally one would stop fighting to pull at the inside of the buffalo, then the other would squat down about five yards away and spring

straight off the ground at his mate, and watching these two offsprings, sitting scornfully apart in her dignity behind the tree was the proud mother, no doubt having eaten her fill. She was licking her chops, opening and closing her great glistening eyes and every so often snapping off some impertinent fly from her great striped face. B—— and I were completely overwhelmed by the whole thing, as it was the first time that either of us had seen big game in their natural surroundings, and my first inclination, no doubt through over-excitement, was to laugh aloud. Having safely overcome this exuberance of spirits we had to take up our battle formation.

Our dispositions were as follows: B—— with his rifle loaded and cocked, sat at the left aperture, hardly daring to breathe, ready at any moment to bring the rifle up and fire. The Forest Conservator and I shared the right window and periodically we exchanged knowing looks, thinking "She will give a chance in a minute," and sure enough she did, for getting up and stretching herself she walked out from behind the tree and stood. I held my breath and quivering with excitement, waited for B—— to fire, carefully keeping my eye on the great cat. It seemed an eternity. B—— did not fire, and then the tigress walked out of the glade, leaving the two cubs. As I realised afterwards, B—— was quite right in not firing, as owing to his nervous tension he could not have taken a steady aim and would only have succeeded in wounding her. When she disappeared I wondered once or twice whether she would coolly walk round the back and enter our cache, but on looking round and seeing a venerable shikari sitting there quite peacefully I felt reassured thinking that he would not run any undue risk to his person.

Meanwhile the cubs played together, now and again tearing at the dead buffalo. Then one cub went away in the same direction as his mother, leaving the other munching and tearing at the kill. Half the fascination lay in the fact that there were these great jungle beasts carrying on their normal routine within full view of three men, and as far as they were concerned nothing out of the ordinary had taken place. After some little time

the remaining cub disappeared, and turning to the Forest Conservator, I asked him if they would come back. He assured me that this would be the case, as they had only gone to drink at a waterhole about 200 yards away. The anticipation of waiting was intense, and it seemed a century before one cub returned, one side of him coated in thick mud, from rolling in the water. He started to feed and after a few minutes he was rejoined by the other, who came through the opening at full gallop, without making a sound as each foot came to the ground. After playing for a little, one cub squatted as if preparing to spring, and watching the direction of his gaze we saw the mother returning. She didn't stop in the glade but walked straight past her children with great dignity, not even condescending to look at them. Our excitement again reached fever heat when she returned and stood admiring them and giving B—— a broadside chance. At this point the Forest Conservator occupied the second window, and I had to picture what was happening on the stage with the animal actors, as I could see nothing.

All at once the stillness of the forest was broken by the sharp report of B——'s Express rifle, and wondering if he'd been successful, I heard him shout "Shoot! Shoot!" to our friend. Imagining that he had missed or wounded the great cat I was quite prepared to see the tatty work shelter give under the weight of the charging tigress, and the "regrettable incidents" that I had read about began to run through my brain. However, no charging tigress arrived, and the next thing I knew was that I looked through the peephole at the tigress lying full length on her side below the tree. It was a case of where she fell she lay, without a move, without a growl.

Then we all three left the shelter and approached to within fifteen yards with rifles at the ready. Even then she was not dead as she informed us by emitting a low growl. A couple more rounds, however, finished her for good. And as she lay there, untamed and unfettered even in death, one could not help having a feeling of sorrow that a few moments ago this great jungle queen had been as free as the air we breathed,

been dreaded and respected by all who knew her, the scourge of the forest; and but a short while ago a proud mother. Luckily the cubs were big enough to fend for themselves and there is no doubt that they will both grow into fine beasts and perhaps provide the same thrill as their mother did to some other tyro at the game.

An hour had elapsed from the time we arrived until B—— administered the “coup de grace,” and although the light was fading I took a photograph, fearing that it was too dark for it to come out, which afterwards proved the case, and then after the usual congratulations we made our way back to the car feeling better and wiser men. In an hour we were back, shortly to be followed by the tigress, luckily dead, in another car. She measured eight feet. It was with mixed feelings of pride and remorse that we viewed her the next morning pegged out in the skinning shed with an admiring circle of skimmers and coolies standing round.

Thus ended our first tiger shoot, perhaps rather lacking in the ideal for a beginner, as it was all done “de luxe” and leads one to believe that all tigers are got so easily; how soon, alas, were we to be disillusioned.

R. P.



ANTI-SLIPPING SHOEING

By LIEUT.-COLONEL J. J. AITKEN.

THE problem of shoeing hunters and troop-horses, so that they may be able to travel on modern tarmac roads, appears to be a difficult one to solve.

Various types of sole and frog pads, toe pieces and calkins, toe and heel cogs or sharps, and shoes with a ground surface that would turn an artist of the cubist school green with envy have been advocated and tried out but, so far, without solving the problem.

Sole and frog pads of leather and rubber of various types have been in existence for very many years.

Each type has disadvantages of its own but all have many faults in common. They wear rapidly and in consequence their use puts the owner to very considerable expense. Types that can be removed and replaced without removing the shoe will not hold in place under hunting conditions, while the remainder involve removing and replacing the shoe so frequently, that the horse's feet suffer.

Once the horse is off the road and in plough or heavy-going they are liable to be sucked off, pulling the shoe with them. It is very difficult indeed to prevent dirt and grit gaining entrance between the sole and the pad. They cause atrophy of the frog, in the case of sole pads, by ensuring that the frog does not come into use and, in the case of frog pads, by also preventing ventilation, drying and cleaning of the frog.

Anti-slipping pads may be divided into four groups:

(1) Sole pads of rubber with a wide flat border fitting and nailed under the shoe, shaped to leave the frog exposed.

While of possible value as anti-concussors they can have no practical value as an anti-slipping device, because of the great difficulty of fitting them so that they have contact with the ground and yet remain in close contact with the sole. Fitting, too, very frequently involves cutting away the bars.

(2) Leather soles with an artificial frog.

When new these have distinct anti-slipping properties, but although they have been improved greatly of recent years, the frog is still liable to be torn off the leather, even on the roads.

Pneumatic sole and frog pads consist of a rubber border nailed under the shoe with a convex-shaped sole that is compressed when weight is thrown on the limb, regaining its convexity when the limb is lifted. It is useless for hunters and troop-horses.

(3) Bar pads—consisting of a leather plate, on the whole of the back portion of which a rubber pad is fastened in such a manner that it covers both heels and the frog.

The plate is nailed on under a short shoe so that the rubber pad lies behind and flush with its ground surface. An excellent if expensive anti-slipping device, though useless for hunters and troop-horses.

(4) Rubber frog pads cemented on to a thin strip of metal with projecting ends that are firmly fixed to the foot surface of the shoe before it is put on. The thin metal below the shoe takes up but little room and is firmly held.

The pads only cover the posterior two-thirds of the frog and when received fresh from the manufacturers are strong enough to withstand the traction of the foot on the road. Of all anti-slipping devices they are the best. They undoubtedly aid a horse to keep his feet on a tarmac road, wet or dry.

Unfortunately, although of material value for use on park hacks and carriage horses, they are, like all other artificial frog and sole devices, useless for hunters and troop-horses, except perhaps for the latter in times of emergency street duty.

Toe pieces and calkins have been in general use on draught horses for many generations. As an anti-slipping device on tarmac they are useless except for the first day or so after the

animal is shod. They blunt rapidly. They prevent all frog contact and their constant use ends in atrophy of that part of the foot.

Calkins used without toe pieces harmfully alter the angle of the pastern. For use on hunters and horses other than draught, they are worse than useless. They are a constant cause of treads, and across country pull the shoes off.

Toe and heel cogs or sharps, are small sharp steel wedges screwed into sockets already tapped in the shoes. Excellent, almost necessary, anti-slipping devices for use on roads during short spells of severe frost; they blunt rapidly, and are too dangerous to be left on the shoe in stables when the horse is resting. Obviously they are not an anti-slipping device for daily use.

Anti-slipping shoes.

There are some fifty types of so-called anti-slipping shoes at the Army Veterinary School, Aldershot, collected from all parts of the world and embracing pretty well every type invented. They all may be classified into three groups :

GROUP I.—*Shoes that are claimed to prevent slipping by virtue of projections, indentations, or rubber or rope insertions on or in the ground surface of the shoe.*

- (a) The double fullered shoe. This is a flat or concave surface shoe with two parallel grooves, the outer carrying the nails. (FIG. I.) Neither the grooves themselves nor the ridges between have marked anti-slipping properties on tarmac roads, but when the grooves become filled with grit and sand they have a distinct advantage over a plain stamped (non-fullered) shoe, though not over the simple concave fullered hunting shoe.
- (b) The fullered and ridged shoe. This is a flat surface shoe with a fuller as close to the outside edge as nailing will permit. The surface inside the fullering being cut transversely into numerous short sawlike projections. (FIG. II.)

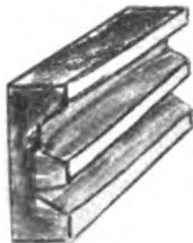


FIG. 1.



FIG. 2.

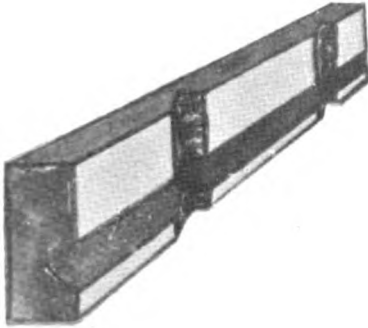


FIG. 3.

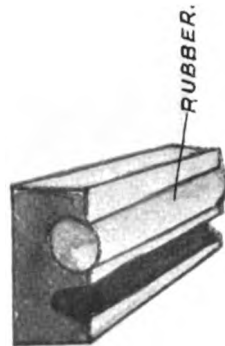


FIG. 4.

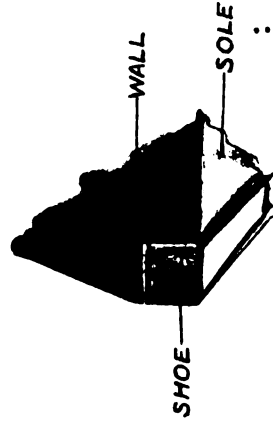


FIG. 5.

They wear blunt very rapidly and are useless as an anti-slipping device after a day or so of wear. The position and pitch of the nail holes is very restricted, causing pricking in shoeing or lost shoes when hunting.

- (c) The fullered and studded shoe. This is a variation of the last type. It consists of a normally fullered shoe with a flat surface outside and inside the fuller cut transversely at three-quarter inch intervals by broad wedge-shaped indentations as deep as the fullering, leaving the ground surface a series of double oblong studs a quarter inch in breadth by half inch long. (FIG. III.) They do not interfere with the pitch of the nail holes and wear well. The writer used such shoes for a season on a flat-footed horse that could not be shod like a sound horse, and swore by them. Of all fancy pattern surface shoes, they are the best.
- (d) The fullered and rubber inlaid shoe. This consists of a flat surface, double fullered shoe; the outer containing the nails and the inner, broader and deeper than the outer, a rubber cord, that is inserted and secured by hammering over the inner and heel edges of the fuller border after the shoe has been put on the horse. (FIG. IV.)

When the rubber band is properly placed and secured it is undoubtedly an excellent anti-slipping device. Unfortunately the rubber works loose very rapidly, particularly across country, making it useless for shoeing hunters and troop-horses. Because of the mass of metal required to permit of double fullering, ridging, studding, or inlaying, without unduly weakening the shoe at the nail holes, the shoes contained in this group have the disadvantage of being too heavy and big. Consequently they throw great strain on the nail holding part of the wall, are liable to be torn off, and prevent frog bearing.

GROUP II *consists of shoes that prevent slipping by permitting contact of the natural heel and frog, or frog only on the ground. It contains two, or variations of two, types only:—*

- (a) The light concaved fullered shoe, of the hunting shoe class. This shoe consists, or should consist, of a narrow, fairly shallow fullered shoe well bevelled off from the inside fuller edge upward toward the sole surface, not weighing more than 13 ounces, and with either one toe clip on the fore shoe and two on the hind or a turned up or knocked up toe, "Goodwin," "Hallam," or "Blenkinsop" pattern, attached to the foot with not more than six nails. The use of the turned up or knocked up toe makes the life of the shoe longer, and consequently allows of using a lighter and shallower shoe than is usually the case. The average hunting shoe weighs nearer 18 ounces than 13 ounces. Weight means thickness, and thickness loss of frog bearing. On horses with sound feet and well developed frogs this shoe, if made sufficiently light and shallow, allows the frog to come to the ground when weight is thrown on the limb, permitting at least a portion of nature's own anti-slipping device to come into action, whilst the sharp edges of the fullering where the foot surface begins to slope upwards to the sole, aids in taking hold of the ground as much as any metal projection can do. They are not ideal anti-slipping shoes; no shoes that do not permit of complete frog expansion and natural heel contact when weight is placed on the limb are, but for the conservative owner who does not care to try the next two types described, they are excellent, and, provided his mount has got any frog left and he gets his shoes made light, narrow and shallow he will be agreeably surprised at their anti-slipping properties.

- (b) **Half Shoes or Hunting Tips.**—This is a narrow shallow concave fullered shoe either with toe clips or turned up or knocked up toes, ending half to three-quarter way towards the heel of the foot and tapering in depth towards each end. It is attached to the foot by not more than four nails. It protects the most vulnerable part of the wall—the toe—from breaking away while permitting both heels and frog to come in natural contact with the ground. It can be made very light indeed, and held on with light nails. Its replacement more often than would be necessary with full weight shoes does little harm to the wall structures. It may be classed as 90 per cent. slip proof. For the owner who is prepared in the first place to try and get his hunter's heels and frog sound and hard, and in the second place, keep them so by attention to stable management, it is an excellent type of shoe. Owners should bear in mind that while heels and frog get far more concussion than toes they get far less friction, he should not anticipate undue wear of these structures, but must not permit the farrier to cut away the heels to the extent they invariably do nowadays, in a hopeless attempt to get frog pressure whilst using normally thick heeled shoes.

GROUP III.—*Shoes that prevent slipping by almost entire non-interference with the natural contact of the foot with the ground.*

This group contains but one type of shoe—the “Charlier,” long or short.

This shoe was brought before the public as long ago as 1865 by a M. Charlier. It consists of a narrow band of iron or steel three-eighths to one-quarter of an inch broad and of the same or slightly greater depth, tapering a little towards the heels; exactly fitting into a groove cut by a special shoeing knife round the inferior border of the hoof, so that the anterior border of the shoe is flush with the wall of the hoof and the ground

surface of the shoe flush with the sole, exactly as the ferrule of a walking stick surrounds and is flush with the stick.

It is held in place by four, or preferably six, very light nails; two well towards the heels, sunk in a very shallow groove on the surface of the shoe. (FIG. V.)

When used for the first time, or on horses with thin walled feet, it is an advantage to round off the inner upper angle of the shoe.

It must be clear to all horsemen that this type of shoe approaches nearer than any other to protection of, without interference with, the weight bearing (and anti-slipping) apparatus of the natural foot. Yet although well advertised by discussion and argument, and known to horsemen and farriers for over sixty years, it is rarely seen in use.

Is there some valid reason for this rarity, or is it simply due to the conservatism of the horseman and the farrier?

It is objected that an exceptionally sound well preserved foot is essential before one can use a "Charlier" shoe. Is this the case?

The writer is satisfied that any horse with a normally sound foot and natural action can be shod with this shoe. He agrees that there are many conditions of unsound and deformed feet they cannot be used on, but such horses should be shod with pathological shoes in any case.

It is objected that more care is required in preparing the foot and fitting the "Charlier" shoe than the majority of farriers are capable of exercising. Any *trained* farrier shown how to shoe "Charlier fashion" is quite capable of doing it, though the slackers who botch the job can put a horse out of work for longer than by careless fitting and shoeing with the ordinary shoe.

It is objected that the sharp inner upper edge of the shoe comes too near the quick. This can be met by allowing the wall to grow from a quarter to five-eighths of an inch longer than usual while continuing to use the old type of shoes before starting the "Charlier" system, and then, for the first two or three times of shoeing, by rounding off the inner upper edge.

The objection that the "Charlier" shoe is so thin that it wears too rapidly and soon has a tendency to spread, projects at the heels and injures the opposite leg, or be torn off, is much more easily overruled to-day than in the past.

Metallurgists have now produced steels durable enough to withstand much more wear and tear than any horseshoe gets; many of course for various reasons are unsuitable for horseshoes, but suitable bars of a very durable steel indeed are now available to all farriers. Even when "Charlier" shoes are made of a less durable steel, and hunters require re-shoeing every sixteen to twenty days instead of twenty to thirty days, the nails are so light and small and have so little strain thrown on them, that little or no damage is done to the foot provided the groove has not to be deepened more than the depth the wall has grown.

An additional new and very strong argument in favour of the use of the "Charlier" shoe is the absolute necessity of finding some type of shoe that will prevent all slipping on the worst of slippery roads without setting up degenerative and transmittable changes in horses' feet. The "Charlier" shoe interferes with the horse's natural foot less than any other known type. It does not pull off when going across country and its anti-slipping properties are such that anyone who ever rides a fresh or nervous horse so shod, will not rest until he has all his hunters shod by this or some yet to be invented variation of this system.

From time to time in recent years attempts have been made to persuade road builders to produce some form of anti-slipping road. With the horse a decreasing, perhaps a slowly but certainly a surely decreasing, factor in transportation, it is not logical to expect their wants to be catered for by people, the vast majority of whom are not horse owners. If the motoring public demand and get a non-skidding road, it will probably still be a horse-slipping road. In any case the construction of even non-skidding roads is unlikely for many years, and meanwhile our aim should be to produce the non-slipping horse.

This we can do with the "Charlier" or some variation of the "Charlier" shod animal.

To make this type of shoeing generally possible we must increase very markedly the percentage of horses with hard, sound, well-developed feet, until it approaches much more closely that of "the horse age." The disadvantages under which the modern hunter and troop-horse work are not so very different from those bygone days. The amount of work they do on tarmac roads is not an important factor in the wear and tear of the hoof, yet how different to-day are the feet of the riding horses in Europe to the wild horses of ancient or modern days. How different to those of the mounts of the Grecians, Romans, and Gauls. How different to even those of India and the East at the present time.

Fleming points out in his wonderful history of horseshoes and horse shoeing, published as far back as 1869, that the spread of civilisation, the increased demand upon the horse's services, the diversity of climate and races has altered the nature and consistency of the horse's foot. This is so, but we must be convinced, if we study this work, that neglect on the part of the owner to preserve the natural condition of the horse's feet has been a still greater cause of this alteration.

The wild unshod horse of all time travelled far and fast in his search for food and water and in his endeavour to get away from beasts of prey; yet he suffered no more from broken and worn feet than did the goat, but he was a lover of dry ground, be it rock, sand or grass, and avoided standing in his own excreta.

For many centuries after he was domesticated the horse worked unshod, and many more passed before he was shod with metal, worked, too, on slippery granite-paved Roman roads and at a fast pace, at any rate over short distances.

A traveller could cover his 100 miles a day with relays at five or six miles apart. An important official travelled from Antioch to Constantinople, over 660 English miles, in six days in the reign of Theodosius. To the horsemaster of these days care of his horse's feet is of greatest importance.

Fleming quotes Xenophon as emphasizing the paramount importance of sound feet in horses :

"In respect to the horse's body we assert that we must first examine the feet, for, as there would be no use in a house though the upper part were extremely beautiful if the foundations were not laid as they ought to be, so, there would be no profit in a war horse even if he had all his other parts excellent but was unsound in his feet."

He quotes too from Columella (A.D.40), indicating how very clearly the ancient horsemaster saw the necessity for personal supervision of the care of the horse's feet :

"The master should frequently go into the stable and should be particular in observing that the floor of the stable is sufficiently high in the centre and not made of soft wood, as ignorance or negligence often makes it. The floor should be made of hard oak plank closely laid, for this kind of wood hardens the hoofs of horses and makes them like stone."

In conclusion, the writer is convinced that if we paid close personal attention to our terribly neglected stable hygiene, saw our stable floors were *kept* well drained, really clean, dry and bare of all bedding for as many daylight hours as possible, insisted that feet were thoroughly dried when washed or wet after exercise and hunting, and insisted that hoof walls remained untouched by the rasp, we should be greatly surprised to find how rapidly hoofs would improve, and shoeing to meet modern requirements possible.

References:

- Fleming's ... Horseshoes and Horseshoeing.
- Fitzwygram's ... Horses and Stables.
- Hunting's ... Art of Horseshoeing.
- Stillman's ... Horse in motion.



“RECOVERING THE LINE.”

MOST of us when enjoying a run out hunting, are apt to regard a check merely as an interruption in the pleasant process of galloping and jumping; if on the other hand we have been unlucky and got a bad start or taken a wrong turn, a timely check may enable us to catch up and we are inwardly thankful. In either case the average hunting man or woman is more concerned with the run from a *riding* point of view, and does not always realize the huntsman's difficulties; very few people ask themselves, when hounds come to a check, “What should I do if I were the huntsman?”

And yet this question of recovering the line of a fox when hounds have temporarily lost it, is really one of the most interesting parts of hunting. If during a check we cultivate the habit of thinking what was the cause of it, in what direction the huntsman will make his first cast, why he does so, and why he succeeds or fails, we shall add enormously to our day's enjoyment and, incidentally, appreciate more fully the task undertaken by the man who carries the horn.

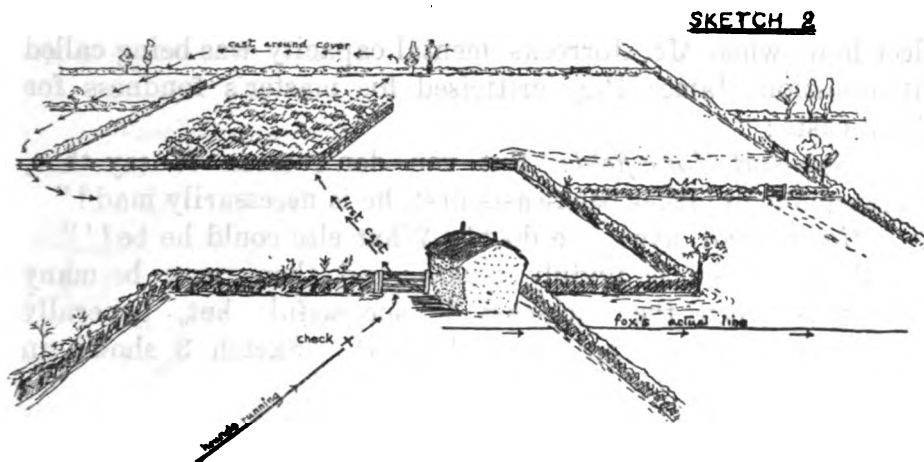
Why, when hounds have been running quite nicely for, say, several fields, should scent suddenly fail; what makes them check? It may be due to any one of several causes. First, sharp turns to right or left by the fox; he may have made the turn because he has been headed, or coursed by a dog, or purposely to puzzle hounds. Secondly, something that interferes with hounds' power of scent—a bit of bad-scenting ground, a manured field, sheep, hares, petrol fumes from a passing car, etc. All these probable causes have to be weighed in the huntsman's mind in his efforts to recover the line.

One often hears it said of a good huntsman that he “lets hounds alone.” It is certainly of great importance that when they first check they should be given a few minutes to try and hit off the line by themselves. As we know, a pack of hounds at a check spreads itself out fanwise for, say, 50 or 60 yards in every direction, and very often takes up the line again unaided. One might add that they have a far better chance to do it if the “field” stand quite still.

But this “letting hounds alone” must not be overdone; when a minute or two have elapsed, and hounds begin looking up with that “What-are-we-to-do-now” expression, it is time for the huntsman to assist them by making what Mr. Jorrocks well described as an “all-round-my-hat” cast; in other words, he must take them in a circle, irregular, perhaps, but complete, right round the spot where they lost the line. Clearly, unless the fox has got to ground or lain down somewhere within the circle (in which case he can’t be far off), the cast must at some point cross the line along which the fox has gone.

So much for the theory of the all-round cast; but we must remember that the complete circle takes time to make, and the fox is getting further away, and scent getting weaker, every moment. Therefore it is necessary to commence the cast in the direction the fox is most likely to have gone, that is, to hit off the line at an early point in the circle. It is this knack of making the *first cast* in the proper direction which marks the successful huntsman.

What have we to guide us in deciding where our fox has gone? Various factors have to be considered. If there is an obvious “objective,” say a covert or an earth, we may try that way first. Then there is the wind—foxes normally prefer to run down-wind rather than up. Again, previous experience with other foxes from the same covert as this one may have taught us that they usually run more or less in one particular direction. But no matter where we try first, we must make our ground good completely round the place where hounds last owned the line.

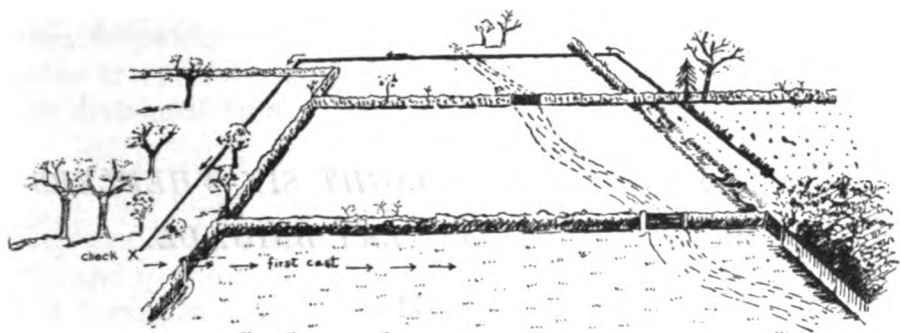


mistake of forgetting where hounds last had the line. In this instance they check close to a stack and gate; they fail to hit off the line without help, and our huntsman prepares to make an all-round cast. Thinking (very naturally) that the fox may have gone forward to the small covert on the left front, he takes the pack that way first, without success. Strictly speaking, he should next make his ground good all round the stack, but he is so certain that the fox has travelled through the covert that he executes a cast around *that* and the line is never recovered. This taking of hounds straight to a covert when they check near one is, of course, easy to understand; it often *does* happen to be where the hunted fox has gone, and, if not, it is quite likely that hounds may stir up a fresh one, and the run will continue with few of the “field” knowing there has been any change of fox.

We may note here that it is much easier for a huntsman to remember the exact spot where his hounds last had the line, if the members of the “field” stand quite still at a check and do not, as so often happens, follow him round as he makes his cast.

As already mentioned, it is usually held correct to make the forward cast first; experience shows that foxes more often go forward than back, and further, if the fox turns back he is more likely to be seen, especially if the “field” have got spread

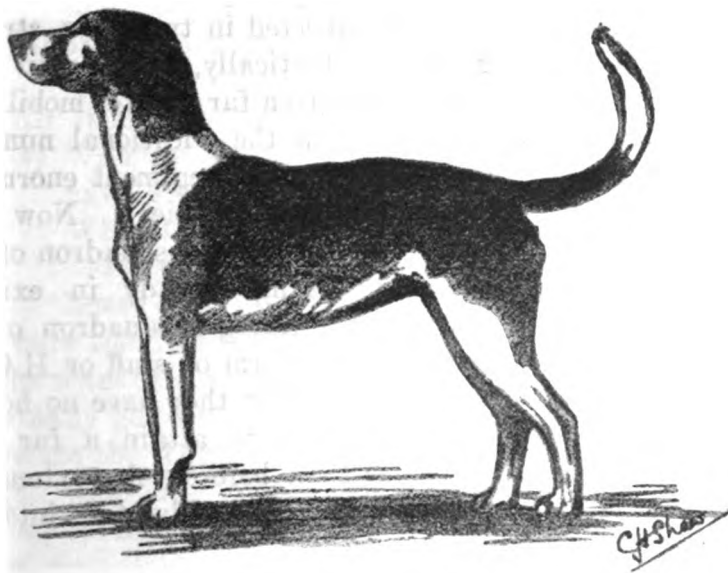
SKETCH 4



pick the line up, we must make our ground good all round the spot where they last had it.

* * * *

The art of assisting a pack of hounds to hunt a fox is a big subject, and in an article like this one can only touch on it very shortly. The writer ventures to hope that these few notes may possibly encourage our younger readers to a closer study of the huntsman's problem at a check, and of a few of the points to be considered in the task of "recovering the line."



*SOME EXPERIENCES OF LIGHT SIX-WHEELERS
WITH THE 1st CAVALRY BRIGADE.*

PART II.

PART I included the chief points of interest caused by the coming of the Morris six-wheeler into our 1st line transport system, and it is now possible to pass on and consider the second field of questions raised, namely, the Machine Gun Squadron.

(b) *Machine Guns.*

It has, I hope, been gathered from what has gone before in Part I, that from the transport side the new Morris appeared very satisfactory and no insuperable difficulties arose. Now turning to machine guns we found that the picture is not quite so clear or answers so comparatively easy to find.

Machine guns seemed to us affected in two ways, strategically, that is on long moves; tactically, that is in battle. Strategically the six-wheeler has given far greater mobility and radius of action than before, while the additional number of guns has improved the fire power of a regiment enormously. Expansion for war has also been made easier: Now it is a question of adding a troop of four guns to a squadron of eight, the squadron H.Q. and staff being already in existence; previously it was a question of forming a squadron of eight guns from a troop of four with no form of staff or H.Q. even earmarked. In addition, the fact that they have no horses in peace has allowed M.G. squadrons to attain a far higher standard of technical efficiency than before. An extension of rôles was therefore indicated and roughly fell into three groups:—

(1) *Moving forward or back to seize and hold ground.*

As an example in the W.O. Cav. Exercise 1928, the M.Gs. were despatched after the A.Cs. had gone out, but before the sabre troops, to occupy a river line and secure the crossing on the divisional front.

(2) *Holding ground to release rifles for horsemen.*

A very clear example of this was in the Aldershot Winter Exercise 1927, where a cavalry division was given a delaying rôle and by judicious use of machine guns, rifles were economised and horsemen kept concentrated for a counter attack if necessary, so that when the time came to slip away no difficulties due to dispersion were encountered.

(3) *Acting as a mobile reserve of fire power.*

These appeared to be within our new powers and so far all was still well.

Tactically, however, the change produced some problems for which no satisfactory solution has yet been found and to which I would now direct attention. To get the right perspective we laid down certain lines of thought:—

- (i) The mechanized vehicle has many advantages and has come to stay.
- (ii) It is only a matter of time before the right vehicle is devised.
- (iii) It may be *some* time.
- (iv) We have therefore got to make the best of what we have got. We shall probably go to war with it. When the last comes to the last it is a question of "safety first." The better method we devise, the better shall we come off.

These were the lines we started on. In fact this is an extract from the notes of a conference held at Practice Camp before we had actually got the vehicles. We therefore started by trying to overcome the vehicles' faults, or at any rate to make the best of them, especially discounting the present high vehicle by removing its hood and making it as like the new low line as possible.

Experience has shown us that at present mechanized machine guns though not necessarily more conspicuous, are slower tactically than pack.

The reasons for this (apart from lorry unsuitability) seem to be :—

- (i) Lorry reconnaissance is as necessary as any other.
- (ii) The tactical ideas of drivers are non-existent.
- (iii) Difficulties encountered by M.G. officers in appreciating the situation correctly.
- (iv) Failure of drivers and leaders to think forward.

As regards (i) it may in certain cases be necessary to borrow horses from sabre squadrons (*vide* Collective Training August, 1927, and Oxford Staff Ride, 1927), but much can be done (a) by map; (b) by anticipation. In training, the use of red and blue screens impresses the chances or otherwise of carrying out any reconnaissance.

Secondly (ii) is a matter of training, but is a strong argument in favour of all drivers being in the M.G. Squadron and trained by the M.G. Squadron Commander. There should also be great insistence when in open country on moving in wide formations and not in column at a few yards interval.

The third point brings out that there really are two methods of Cavalry M.Gs. coming into action :—

- (a) "Fire brigade," or time, the main factor.
- (b) More deliberate, reconnaissance for covered approaches possible.

In case (i), which is more likely in support of a rapidly staged mounted attack than of any other, risks must be taken. Reconnaissance is therefore sacrificed for time and an appreciation of this and of the risk of guns getting knocked out and therefore rendered useless, weighed in the commander's plan before the M.G.O. receives his orders and his time limit. Opposing fire will probably be slight and any exposure of vehicles in the first place rectified by moving to safety as soon as possible, and possibly having long carries when coming out of action.

Now it is essential that the M.G.O. should appreciate under which heading the situation lies and give his orders accordingly. One of his main objects must be to avoid long carries. In normal country this can usually be done, but in rolling country like Salisbury Plain it is a very difficult problem. A great deal can be done by acquiring "lorry sense" as regards visibility over crest lines and by sighting guns for cross fire round the shoulders of hills and by connecting up units across valleys and firing into each other's areas, but on the whole this peculiar country finds the weakest spot in our new vehicles.

Fourthly—thinking ahead. When in action, the machine gunner must be thinking how to get out again, how to move to either flank or forward, where to move his lorries, etc. If possible, reconnaissance should take place beforehand on a regular plan. Use of horses must be considered, use of motor cycles for liaison. Help, too, must come from sabre squadrons. Imagine a M.G. officer riding up to one that has been dismounted a short time. What a help it would be to him to be told "You can move up that road all right, there is a good track all the way," or "Look out for the muddy farm crossing at X; you will probably want your chains on." We have only just begun to think on these lines, but undoubtedly it could be a source of great help.

A very controversial point arises here—the question of the possibility of the use of indirect fire. It was brought to our notice as follows: a troop of machine gunners acting in support of a squadron moved up to a position of readiness behind a hill. The troop leader went on to report to the squadron leader and in time sent back for his troop to come forward to a certain place and join him. His troop was to support a mounted attack and he had about ten minutes to do it in. Owing to difficulties in negotiating the country it was twenty minutes before he opened fire. From his position of rendezvous, which was too exposed for a direct shoot, he could have engaged the targets by indirect means. Up-to-date simple methods of this type of fire which can be executed by an N.C.O., take from six to eight minutes up to the order to fire. This is substantiated by the

experiences of the Cavalry Regiments which compete in the A.R.A. fire control cup.

Had he acted at once, it was suggested, he could have used some such method, saved ten minutes and the attack taken place at the original time planned. On the face of it, it appears worth consideration if nothing else.

It is not intended that any of the above is in any way the solution of our difficulties, and criticisms of it are not only fair but reasonable and true, but that is how the situation seemed to us.

It is very frequently argued, and very reasonably, too, that these tactical disadvantages are sufficient to warrant a return to pack, either entirely or in fact. The situation is comparable to a man balanced in mid-stream on a stepping stone unwilling to go back yet uncertain of his next foothold.

We have gained several advantages from mechanizing the machine gun and brought to light some apparently insuperable objections, but the underlying thought which has been so far almost inarticulate is that we want to endow the machine gun with offensive power. And *that*, when the means is found, is, I venture to suggest, the real solution. Then only shall we be across the stream. The many calls on cavalry machine guns will, I believe, lead to vehicles of a homogeneous type being produced capable of either defensive or offensive rôles. This may be extravagant in vehicles but in a quick moving cavalry fight any attempt to separate these rôles and supply different types of vehicles will, in the writer's humble opinion, lead to confusion and failure of fire support at the critical moment.

In conclusion, we turn to the question of actual organization within the squadron and the suggested detail of a troop going into action.

This is based on the old machine gun system where the gun and 1st Ammunition Pack horse and the numbers whose horses these pack leaders held, went first into action, while the 2nd Ammunition Pack and gun numbers not immediately required remained in comparative safety and linked up the chain of supply as soon as possible.

This organization is entirely unofficial and is still in an experimental stage.

Squadron H.Q.

Squadron Leader—Horse and horseholder (2 horses in all).

Senior Sergeant—Driving M.C. combination. This is available for squadron leader when required. Also provides one competent representative either when squadron leader is away mounted from troops. This represents the squadron leader's cross-country car in war.

A 1st Servant (or a No. 4)—M.C. driver (solo).

Each Troop.

Troop leader—Horse and horseholder (2 horses in all). Troop leader can ride in lorry if necessary.

No. 1 Lorry.

Corporal.

Range-taker.

Nos. 1, 2, 3 No. 1 Gun.

Nos. 1, 2, 3 No. 2 Gun.

No. 2 Lorry.

Corporal.

Range-taker.

Nos. 1, 2, 3 No. 3 Gun.

Nos. 1, 2, 3 No. 4 Gun.

Total 8 plus driver, gun
 equipment, etc.

Total 8 plus driver, gun
 equipment, etc.

No. 3 Lorry.

Sergeant.

No. 4s of each team.

Total 5 men, plus driver.

Notes.—(1) In war, a proportion of troop ammunition probably about three-quarters ton weight.

(2) In war, teams would probably be of 6 men so that this lorry would be more fully loaded than appears in peace and would include more than one N.C.O.

On coming into action Nos. 1 and 2 lorries come up first and the crews dismount. As the opportunity occurs, No. 3 lorry

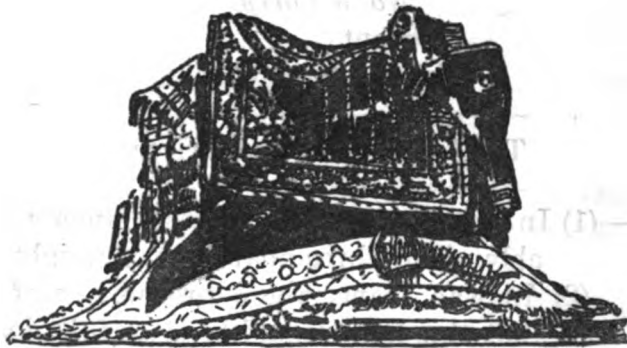
comes up and the Nos. 4 link up the chain of supply. All lorries now—as led horses—come under the Troop Sergeant.

Two points should be noted here: first, that only 3 men per gun are carried in the forward lorries and, secondly, that a reserve of N.C.Os. as well as gun numbers is carried in the third lorry. The object of the former is partly to reduce numbers actually going into action in the first place, i.e. fewer people on the firing point and less movement, and partly to lighten the load on the vehicle and so perhaps allow its design to afford more protection and leave room for adaptability.

The former point is, it was considered, very necessary, as otherwise all one's eggs were apt to be in the same basket, and a few unlucky shots might deprive a troop of all its potential commanders.

IV.

Such were our experiences at Aldershot during the past two years with six-wheelers, and it is hoped that they may be of use to others and be a base on which a common cavalry doctrine in these matters may be established.





AT WORK AND PLAY :
THE EQUITATION SCHOOL, WEEDON.

THE PYTCHLEY MOVING OFF.

70 VIND
A113071,120

"THE SUBALTERN"

By "BRIDOOON"

THE subaltern lay on his face in the bracken, poring studiously over the pages of a small, thickish brochure. The hot sun blazed down upon the land, the flies buzzed, while a spasmodic breeze barely rustled the leaves of the tree under which he had taken up his temporary headquarters.

Ever and anon the subaltern would lay aside his book of reference, note-book and pencil, to sweep with his glasses the stretch of plain which lay spread out before him, below the eminence on which he lay.

From the eastward, a couple of miles away, came the continuous, insistent rumble of battle, the popping of rifle fire, the rat-tat-tat of machine guns. The louder booming of field artillery seemed, at that distance, merely to accentuate the peace and stillness of his immediate surroundings. An occasional aeroplane droned overhead, but, beyond a cursory glance, the subaltern paid little heed to them. He and his men and horses were invisible from the air—of this he was sure, since he had himself selected the positions of each and all of them.

Presently he looked at his watch, stirred and beckoned a signaller from the small group of men behind him.

"Take down!"

"Ready, Sir."

The subaltern dictated: "O.C. cavalry to X Infantry Brigade." (Here followed the map reference of his position). "Situation unchanged AAA. Nothing to report AAA. Am patrolling hourly as ordered AAA. Acknowledge AAA. Message ends."

He took the signal pad from the man and signed the message and the carbon copy underneath. "Are we still in touch with the Brigade by helio?"

"Yes, Sir."

"Right ho ! Get that off at once !"

The man saluted and withdrew. A minute later the clicking of the helio testified that the hourly report from the flank guard mounted troops was on its way to reassure the perspiring Brigade Major of X Infantry Brigade, hammering away in the valley two miles away.

The subaltern turned again to his little thick book of reference and continued his reading. It was of the utmost importance to him to get done what he had to do while there was yet time, superhuman though the task appeared. The endless detail, the mass of information which had to be sifted, weighed in the balance, and then either accepted as vital or rejected as unreliable, seemed endless. So jolly easy to make a mistake, reflected the subaltern—so jolly difficult not to !

He plodded on at his task, jotting down a note here and there. A quarter of an hour passed ; twenty minutes. The signaller approached and saluted.

"Yes ?" The officer did not look up from his task.

"Brigade have acknowledged your message, Sir."

"Any orders ?"

"No, Sir."

"Right, thanks !"

The sun shone, the flies buzzed, the roll of distant battle continued, and still the subaltern remained immersed in the papers before him.

After a while he shut both brochure and note-book with a snap and a sigh of relief. He had done all he could ; had sifted his notes through and through. He prayed that he might not have made a mistake ! Anyhow, there it was.

He looked again at his watch—this time with some anxiety. Nearly noon, by Jove ! All might yet be well ! If no enemy appeared on his front during the next few minutes the brigade for whose flank he was responsible should have finished their attack in the valley behind him. Otherwise . . .

The subaltern looked up sharply, then rose to his feet, as a mounted trooper clattered up from one of his forward observation pickets. "Yes ?"

"Please, Sir, Corporal O'Neill reports some enemy cavalry—about a squadron, 'e said—be'ind that 'ill in the plain yonder!"

"Where? Show me!"

The man pointed. The subaltern focussed his glasses in the direction indicated. Yes, there they were, sure enough! Guns, too! He could see them! They'd probably open fire in a minute!

"Here, signaller!" The man ran up. The subaltern seized the signal-pad, and, with occasional reference to his map, dashed off his news to Brigade. "Get that off, sharp!"

"Well," he thought ruefully. So much for his morning's work!

He mounted his horse and, with his orderly behind him, cantered sharply off to visit his forward pickets and make sure they knew the exact situation that had newly arisen. Before he had finished, the enemy artillery had opened fire on the already sorely pressed X Brigade.

His work done to his satisfaction, the subaltern turned his horse's head towards his little headquarters under the tree, there to await developments.

"Did you get that message through all right?" he asked the signalling corporal as he dismounted. The man was awaiting him, a signal message form in his hand.

"Yes, Sir, and this has just come through for you, Sir!"

The subaltern took the form and read, and a slow smile came over his tanned young face.

He looked up and gave an order.

* * * * *

Two hours later, with the precious notes he had made that morning safe in his breast pocket, the subaltern turned the nose of his car towards . . . Goodwood!



THE METROPOLITAN MOUNTED POLICE
(In Two Parts)

By PATRICK BAGGALLAY.

PART I.*

Origins and Organizations.

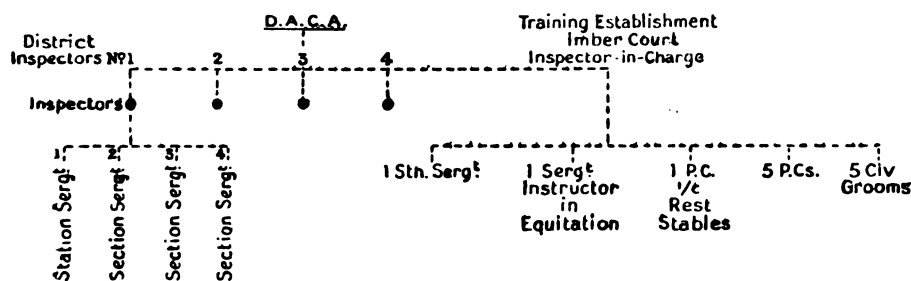
In 1829 the Metropolitan Police Force was instituted, but before that date the old Bow Street Horse Patrol was in active existence and it continued long after as an independent Force. It was transferred by Act of Parliament, in 1836, to the Metropolitan Police, but still maintained its independence as far as its duties, responsibilities and finances were concerned; in 1839, however, the Patrol became an integral part of the Metropolitan Force and its independence ceased.

On the wall of the Mounted Police Stables at Imber Court hangs the last of the old Patrol plates. These in the old days were displayed outside the lodgings of members of the Horse Patrol as the Fireman's plate is fixed outside the houses of Members of Village Fire Brigades to-day. The plate itself is similar, bearing the Royal Crown and, below, the words "Horse Patrol."

The Mounted Branch was radically reorganized, during the able administration of Brig.-General Sir William Horwood, after the War, when it was put under the Deputy Assistant Commissioner Administration on the principle of a Cavalry Regiment. This system was most beneficial not only to the Force itself but to the general public.

* Part II will deal with the School of Equitation at Imber Court, Mounted Traffic Patrols, Changes in Uniform, Horse Shows, the Police Service as a career.

In view of the development of traffic problems and other complications, it was essential that the Mounted Police should be concentrated nearer the centre of London. The stables were re-arranged accordingly, and some of those in outer divisions were closed and men and horses transferred to vacancies in the inner divisions. In this way considerable expenses were cut down, since it became possible to summon men more speedily to one place and so reduce the strength of the Force. On one occasion 200 mounted men were concentrated at one place within thirty minutes, a feat which would have previously been impossible even with a stronger Mounted Force.



At the same time the Administration was decentralized from Headquarters to districts and arranged in the formation shown in the diagram. There is now a Mounted District Inspector in charge of each district and he is responsible to the D.A.C.A. through the Chief Constable of the district. Each District Inspector has a Deputy, with the rank of Inspector, one Station Sergeant, and three Section Sergeants, the organization of each district being organized on the same basis as a squadron of Cavalry.

At the training centre at Imber Court the staff consists of one Inspector, one Station Sergeant, one Sergeant in charge of Equitation, six Police Constables, and five civilian grooms. This is the equivalent of a Reserve Squadron and is directly under the command of the D.A.C.A. The staff is responsible for the training of all remounts and the remaking of bad horses, and also for the maintenance of a small hospital and convalescent home. The members of this staff are especially

selected for their knowledge of equitation and stable management, but they are changed from time to time to prevent the staff from becoming stale, being posted to divisions to make good ordinary wastage, and so keeping the districts also virile and up to date.

The Supply of Horses.

For many years the horses were obtained from private sources as opportunities occurred. At one time the directors of convict prisons ventured on a speculative attempt at breeding horses suitable for the Police service at a Government farm on Dartmoor; for this purpose they purchased some mares from the Police, but the experiment did not fulfil their expectations as the Police did not buy any of the horses!

In 1873 efforts were made to arrange for the supply of horses by contract, but this did not prove satisfactory and a firm of jobmasters and dealers was appointed to meet the demands. As might be expected, the price of horses varied with the supply, the greatest shortage following the major wars such as the Crimean, the Franco-Prussian, the Boer War and the Great War. The horses are now bought by the D.A.C.A., in charge of the Mounted Branch, from all parts of the British Isles. The class of horse purchased is of higher quality than in the past. The maximum price paid is £60, but owing to judicious buying all the horses have cost, on an average, much below this figure.

1919	...	...	£55	15s.	0d.
1923	...	...	£16	18s.	6d.
1924	...	...	£34	5s.	1d.
1925	...	...	£37	15s.	2d.
1926	...	...	£38	5s.	0d.

When possible, young horses "off the grass" are bought from their breeders. The majority of the horses are genuine, sound, young horses, bought well within the price fixed by the Home Office. A well-known member of the House of Commons asked why such good hunters worth about £200 apiece, were bought for the Police for street duty, instead of galloping over high Leicestershire! The Receiver has allowed, as an excep-



Special Press Photographers, Ltd.

H.M. the King presents his Cup at Richmond, 1928, for the best trained police horse, to P.C. Scorey, late Trumpet-Major Royal Scots Greys. P.C. Scorey joined the Force in 1921, and was christened by the Press "Wellington of Wembley," owing to the efficient manner in which he helped to clear the pitch for the First Football Cup Final held at Wembley.



P.C. Freeman on "DELYSIA," ch. m.

By "Forum," dam "Tarantella."

TO THE
LIBRARY

tion, a few horses to be sold for "big money" to America, Spain and Roumania, as happened in 1923, so causing the extremely low average. It is always easy to dispose of "cast" horses, since members of the public readily seize the opportunity of acquiring a well trained and good mannered horse for a reasonable sum. The "cast" horses previous to 1919 were sold by auction at Aldridge's and averaged about £5 apiece. Now they are disposed of privately at an average price of £15 apiece.

Until 1872 horses were, prior to purchase, sent for examination to the Royal Veterinary College, also for casting and for treatment when sick. This arrangement was soon discovered to be unsatisfactory as dealers did not like the trouble involved by sending horses so far for examination, and consequently good horses were lost to the Service. Furthermore, a journey of four miles for sick horses was inadvisable and often impracticable; it was decided, therefore, that sick horses should be treated at some Police Reserve Stables, for which accommodation was found and which were instituted in 1887. The authorities have since resorted to the plan of the examination of all horses before they are bought by the Royal Veterinary College by mutual agreement with the owner.

Early in 1919 the D.A.C.A. bought from the War Department 32 horses listed for sale on reduction of strength owing to the cessation of hostilities, and about to be put up for auction. Also, thanks to the courtesy of the Army Council and the Remount Department, eleven horses were repatriated from France and Cologne, these horses having served through the War with the Deputy Assistant Commissioner.

The horses bought are of uniform colour, chiefly Browns, Bays, Greys, Chestnuts and Blacks. There are a few pre-war purchases still in the Force which rather resemble "Joseph's coat," but these are exceptions. As far as it is possible the same pattern horse is now always bought, a good horse with many good, few indifferent, and no bad points! A compact blood horse, near the ground, about 15.3 in height—a good type of head, long rein, well placed shoulder, short back, strong loin

and well ribbed-up middle piece deepening through the heart, quarter and thigh muscular, arm long and cannon short. In dealing with crowded traffic, in streets similar to Bond Street, a big horse is impractical, so that to-day there is a demand for a smaller horse that can corkscrew in and out of traffic, that is quick off the mark, intelligent, supple, and imperturbable. Moreover, to-day, riders are lighter than in pre-war days, the average weight the men *ride* to-day being 14.9 stone, although cartoonists still delight to depict them with surcingles round their waists and weighing 19 stone, mounted on Clydesdales! An extreme example of the present tendency was shown by the very efficient troop mounted on polo ponies that John Vaughan raised at Ranelagh in the early days of the General Strike; it was interesting to compare their work with that of another troop mounted on big heavy horses.

The Headquarter Staff on ceremonial parades always ride Greys; for State Processions there are Ceremonial Sections to precede and follow the body of the Procession which consist of Black Sections for funerals, Grey for weddings and special occasions, and Chestnut and Bay Sections for other events. Especial care is taken that these Sections should be evenly matched (*vide* illustration).

The Selection of Mounted Men.

Candidates for the Mounted Branch are drawn from the Dismounted Branch, and, on completion of their courses of instruction at the Police School of Instruction, are posted to a division. After they have served in the division for twelve months they are entitled to apply for, and register their names for, mounted duty. They are then attached to Imber Court for a Probationary Course of Instruction lasting from four to six weeks.

The candidates are classified in "1st," "2nd" and "3rd" classes. Those in the "1st" class are attached to divisions as "uniform strappers." A "uniform strapper" is a mounted man fully equipped but without a horse who is appointed to a stable where there are six or more mounted men and horses. Owing to weekly leave each man is absent for one day in seven



Photograph by W. W. Rouch & Co.

P.C. Broom on g. g. "CHUMMY."
Winner of many prizes.



Photograph by W. W. Rouch & Co.

P.C. Coffee on bl. g. "NIGGER."
Winner of many prizes.

TO MY
AFFECTION

so that the uniform strapper is able to ride the spare horse. This system serves two purposes since the full strength is always maintained and also the recruit obtains a variety of "rides" each week. As vacancies arise in the permanent establishment they are filled by these men if they have favourable reports. Those in the "2nd" class are listed for mounted duty in an emergency, while those in the "3rd" class are unlikely to make efficient mounted men.

It is commonly supposed that all the mounted men are ex-Cavalry men; this is entirely erroneous, the majority are ex-Gunners, some ex-Cavalry, some ex-Yeoman, some grooms and 2nd horsemen, and some men who are fond of horses but who have had little or no experience of riding.

The reason why ex-Cavalry men are not in a majority is easy to explain; they often cannot pass the Medical Board because they are either under height and weight or fail physically. For since the conditions are for *general* service only, a man is required who has the physique both for foot and mounted work.

The men selected for the Mounted Branch are of the best type; they are very sporting, proud of the Branch, good horse-masters, smart in their "turn out" and always reliable. They are considerate to, and take great interest in, their mounts; often when one sees man and horse in the middle of the road one will notice that the former is dismounted. These are the characteristics which make them extremely popular with the general public, and the admiration of foreigners. An ex-Home Secretary once described them as "Brighter London!" and at Horse Shows, at Olympia, Richmond, Ranelagh, Hounslow, and elsewhere they are always a "draw." That they are every bit as good as they look is saying a great deal, but whenever they have been put to the "acid test" they have proved that it is the truth.

The following story shows how fond these men become of their horses and the horses of their masters.

A sergeant, now at Imber Court, rode for some years a chestnut mare called "Sandy," on duty in the streets of

London. The animal and himself became very attached to each other but time, with its inevitable changes, separated the two friends. Recently a mounted police officer came to Imber Court for training, and the mount he brought with him chanced to be "Sandy." Anxious to see his old companion, from whom he had been parted so long, the sergeant went to the box in which the mare was stabled, and spoke to her in a soft voice. The mare turned her head quickly, whinnied loudly with delight as she recognized her old master, and plunged frantically in her effort to free herself. Placing a lump of sugar between his lips, as he used to do in the old days, the sergeant approached "Sandy" who immediately took the sugar, "kissed" him affectionately, and in various equine ways demonstrated her joy at seeing him again.

Whenever it is possible, horses are not taken away from the men to whom they are issued, and it is possible for a man to go through the whole of his service in the Mounted Branch with the same horse; there are cases indeed on record where they have pleaded hard to purchase their horse when they retired.

The Training of the Police Horse.

The aim of the Mounted Branch is to train the horses to be "dog quiet" and thoroughly efficient, and its motto is "efficiency with kindness." The young horses are received at Imber Court as raw recruits and are turned out fit and proper guardians of London's big crowds, having learned to be as still as statues, unruffled by the excitement and hustling of surging throngs. No matter how unruly or how noisy the crowd becomes they must not lose their heads, and this equanimity and calm can only be achieved after an exacting course of training.

Original methods and mechanical appliances have been introduced to ensure the perfect training of the horse, and to guarantee absolute understanding between him and his rider. Every possible device is used to make the horses impervious to street scares which in the ordinary way would render them restive. Flag waving, rattles, sandwich men, trollies, barrels, fluttering newspapers, motor tenders with flapping back sheets,



By kind permission of The Central Press Photos, Ltd.

P.C. A. Smith (Training Establishment) making a ceremonial bow to H.H. Princess Helena Victoria, Imber Court Horse Show, 1928.



By kind permission of The Central Press Photos, Ltd.

P.C. S. Smith (Training Establishment) on a young Remount gives an exhibition of "Equitation" at the Wembley Exhibition. Having ridden his horse up the steps

TO VIKU
AIRBORNE

back fires, racing engines, appearing and disappearing dummies, fires, cheering crowds and music of all sorts, including pipers, contribute their share towards the training.

All the young horses selected for service are trained at Imber Court by the Training Staff, which is composed of specially selected constables attached to the establishment.

The first lessons are to win the horse's confidence, and are followed by long-rein driving. By this means they are taught to understand and obey the voice and also to become accustomed to the control of the hand and leg, conveyed by the long reins; in this way the horse is relieved of the weight of the rider while he is developing and building up new muscles and becoming supple and responsive to the feel of the rider's knees and hands. The training is so organized as to develop to the full all the intelligence which a horse possesses, and they quickly understand the aids for walk, trot, canter and rein back. Scaffold poles, at first raised six inches, and later twelve inches, from the ground, are laid in column at intervals of sixteen feet to teach the horses to look where they are going and to lift their feet. When they are sufficiently accomplished at this the poles are changed for tree trunks of varying thickness, and thus the horses learn to lift their feet in the manner taught by "High School" training. This is a useful exercise for teaching them to step over obstacles which are met with in the London streets. During this training the back muscles are developed by a progressive course in jumping; the horse is turned loose in the one-man circular jumping lane or down the straight lane to earn his mid-day feed. After four weeks the trainers should have their charges sufficiently under control to back them.

Then comes the more severe part of the training. What the horses have learnt on the long reins they now have to accomplish with their trainers on their backs. They are taught to be calm and collected in a "scare school." The riding school is gaily dedecked with flags and bunting; it is here that the animals go through the "third degree," for the noise and confusion is terrific. Every available man is secured to make as

much noise as possible, the flags are agitated on elastic tapes. Some men have rattles and trumpets, others fire revolvers, and the rest shout and cheer to increase the "ceremonial" crowd effect. Slowly, but surely, the timidity of the pupils is overcome, and after a few lessons they treat all such demonstrations with disdain.

"Motor instruction" follows. The horses are formed up in two lines. They are then introduced to the bonnet of a motor car while the engine gradually races to full speed. This accustoms them to sudden hold-ups in traffic. Then a powerful motor tender passes between them; at short intervals it stops, and boxes and cases are thrown out from the back with as much noise as possible, while men jump in and out suddenly. All fear of such disturbances is effectually banished.

Concurrently the "open-air" training is continued. A dummy officer in his scarlet tunic and bearskin is "planted" in the ground and each horse is led up to sniff him with a view to becoming acquainted with him when he appears in the flesh in London. Then the trainers gently ride their mounts through a dummy London crowd. All sorts of weighted figures representative of a crowd are suspended on wires and the Remount is coaxed to walk up to and through them without showing any sign of temper or fear. A few yards on is a "Jack-in-the-Box," and as the horses pass a man darts out with the idea of giving them a sudden shock. This experiment is repeated till the police horse treats his would-be startler with contempt and passes on unmoved. After this the animals are taken at a slow canter among and between big trees, from behind which the figures of dummies suddenly appear while the horses are executing the bending lesson. This is a severe test, and it is only after constant practice that the remount overcomes a tendency to shy and qualifies as "Fool Proof."

Anything white in the road is liable to frighten a horse, and in order to get the police horse used to this he has to pass by an elastic tape on which a newspaper flutters backwards and forwards like a paper blowing across the road. The disturbing effects of this "white peril" are soon overcome, and the horses

will face a hurricane of paper with impunity. Many other lessons are taught; passing by and through fire and smoke, standing still at level crossings, passing under a railway arch while a train is passing overhead, passing through and standing still in water, feeling the way in deep water, walking up and down stairs, walking up steep banks and sliding down them, road work mounted and dismounted, vehicular traffic and road sense on the Portsmouth Road and at the tram terminus at Hampton Court.

The last month is spent in "advanced work," playing push-ball, to teach the horse to shove hard as is required in clearing a crowd, jumping anything anywhere, tent pegging, lance, sword and revolver exercises and the mounted *melée*. In fact, they must be able to go anywhere and do anything with a maximum of confidence and a minimum of fear.

A final course of jumping without wings completes the training, and the horse is then ready for duty. Within a few days he becomes quite familiar with his new surroundings and takes his place in the streets of London.

Shoeing.

Many people cannot understand how it is the London police horse keeps his feet so well, as at times the roadways are as slippery as ice. This difficulty has been partially overcome by the training which has taught the remount balance and confidence, and partially by shoeing.

Shoeing has always received careful attention; until three years ago the shoeing was entirely carried out locally in different civilian forges, but of necessity this was an unsatisfactory arrangement. Two police forges have now been established, one in East London the other in the South-West at Imber Court. The few horses which, owing to distance, cannot use either of these forges are shod at the R.V.C., Camden Town.

The system in force is to cut the toe, leaving the heel, thus ensuring open heels, sound frogs, a level bearing surface and a good-shaped sound foot to which a hand-made double-fullered rodway iron shoe is attached. Before the war this system was in

force in "The Greys," and was strongly supported by the late Brig.-General Charles Bulkely Johnson. If this system is strictly observed it is considered that it is necessary only in a few exceptional cases to reinforce nature and efficient shoeing by the use of "gadgets." Close on 100 of these have been tried, but most of them have been of little use. From careful observation there is little doubt that the majority of horses are fast becoming used to the new roads, since from their infancy they are trained to them. From a theoretical point of view it is suggested that 60 per cent. is in a 100 per cent. horse due to the training, 25 per cent. to the efficiency of the rider, that is he is gifted with "road sense" and rides his horse up into his bridle, and 15 per cent. to shoeing. Most of these patent gadgets have serious drawbacks! Some of them are only suitable for a particular class of road, some are only of use on a dry polished surface and worse than useless on a wet or greasy one, others come off in soggy ground, and others are liable to strain the tendons; in addition to these defects one has to face the extra expense and the additional disadvantages that arise from sole pressure, or the covering up of the frog (which eventually causes atrophy), and also the loosening of shoes through the wear of the rubber caused by the neck of the nail.

In the Metropolitan Police District one finds every variety of road surface—tarmac, composition, concrete, asphalt, stone setts (pave), wood blocks, rubber blocks, granite, tar surface, rough chippings finish and gravel, all these roads are exposed to the sun, heat and rain, in some cases highly polished by the rubber tyres of the many motor cars using them, in others greasy with the mud brought in by traffic from the provinces. Frequently during a tour of duty in a patrol of $3\frac{1}{2}$ hours, and traversing some eight miles, a great variety of weather and roads may be met. Records of these patrols are carefully kept and on an average they show that one man per fortnight slips up; when it is realized that roughly 7,000 hours per week are spent in patrolling, it will be seen how exhaustive the research and the resulting methods must be.

The effectiveness of this training has been abundantly



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proved on several occasions. On one occasion some offenders attempted to raid an hotel, a mounted officer rode his horse up the steps of the main entrance and kept them at bay until the hall porter pulled across the doorway the iron grill. On another, a loafer stole an umbrella from a car outside a Club in Piccadilly, but was seen by a mounted man, and realizing that he was spotted made for the Park; a chase ensued across the road in and out the traffic, through the pedestrians' gate into the Green Park, over the railings, between the chairs, and finally the thief was ridden down opposite Buckingham Palace, where he was arrested. During the General Strike four mounted officers pursued across Clapham Common some strikers who had given endless trouble all the morning. These strikers took what they imagined would be an inviolable sanctuary, inside the enclosure of a piece of ground under repair, and surrounded by a spike fence. From this vantage point, which they considered impregnable, they hurled abuse at the officers, who, to the dismay of the hooligans, did not draw rein but went "over the top" and arrested them. Another instance of the capability of the mounted police also occurred in the strike when a riot took place in the Old Kent Road. An omnibus was overturned and set on fire to check the pursuit of the police but proved ineffectual as they charged past it and routed the mob.

The Curriculum for the Training of Remounts.

An illustrated text book of instructions—the Mounted Branch Training Manual—which was compiled by Colonel P. R. Laurie in 1919, shows in detail the training of which some idea is here given. With the idea of encouraging the training of the horses, valuable prizes are offered and the results so far achieved have been infinitely satisfactory.

The training is divided into four stages, covering 14 weeks :

1st Stage: Breaking—Development of character and muscle.

2nd Stage: } Training—Control of mental and physical
3rd Stage: } powers.

4th Stage: Application of training to London streets.

The actual time devoted to each particular stage cannot really be laid down, as it is dependent on the condition, age, temperament and conformation of the particular horse. The following programme, however, meets the average case and the rest is left to the skill of the trainer.

1st Stage—4 to 6 weeks.

1st 3 days: Leading in hand on a cavesson with a view to gaining the horse's confidence and accustoming him to strange sights and sounds.

4th day to 14th day: Continued leading in hand and longeing, to strengthen the horse's muscles, give suppleness and surefootedness, and to exact obedience to the voice. Longeing may be preceded by driving straight ahead in long reins.

3rd week: Longeing for longer periods, saddling, leading over small jumps.

4th week to 6th week: Longeing and backing. Free forward movement. Probably the most important period in the horse's training, as it forms the foundation for all future work. During this period the following are practised :

The walk and trot on straight lines and large circles; learning to know the rider's legs; mounting and dismounting without movement; increase and decrease of pace; leaving the ranks; fence jumping in the lane and circular manège.

When the horse walks and trots well with impulsion from the hindquarters, improved headcarriage is demanded for short periods as a preparation for balance.

The head is raised very gradually by considerable leg pressure combined with a tactful feeling on the horse's mouth.

2nd Stage—7th week to 10th week.

Short turns and smaller circles.

Cantering on straight lines and large circles.

Lateral movements.

Turning on the haunches.

Cantering on the named leg (with use of diagonal aids).

The rein back.

Mounted jumping.

The slow gallop.

Bitting—at the discretion of the Instructor.

3rd Stage—11th week to 12th week.

Flexions—leading to increased collection (i).

Lateral movements at the trot and canter.

The change at the canter.

The gallop (ii).

Sword and Lance work.

Perfection and Repetition.

(i) Horses are trained to be so balanced that they will start into a canter from a halt with a loose rein, and so collected that they will canter at the slowest pace and halt on the least indication.

(ii) The horse is taught to gallop at a steady riding pace, taking hold of his bit enough to allow the rider to control his balance, but really to reduce pace immediately.

(iii) Loose rein work is practised constantly throughout this stage, especially after collected work.

4th Stage—13th week to 14th week.

Application of Training to London streets.

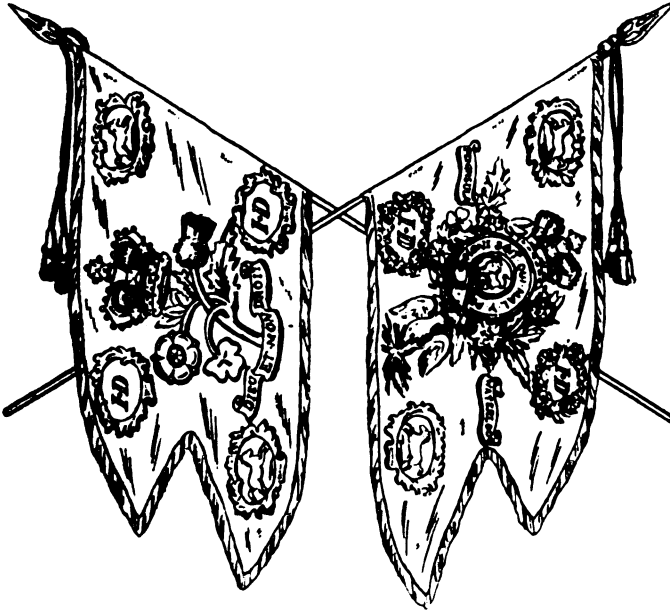
The following is a series of points for careful observance in the training of young horses which is given to each recruit on arrival at Imber Court as a General Guide to the treatment of horses.

1. The charm to be found with horses is the fact that there is always something new to learn.
2. Every horse has a different character and temperament. no two horses are similar; each must be carefully studied and treated on its merits.
3. By means of discussion, and the possession of sound theoretical knowledge, many mistakes can be avoided in actual practice.
4. The real lover of horses should be a student of equine psychology and will find in the horse those qualities so esteemed in man—*courage, unselfishness, fidelity.*

5. The horse's brain is practically devoid of reasoning powers, but he is naturally cunning and certainly has an excellent memory.
6. Success in training is only acquired by means of gaining a young horse's confidence, and by repeatedly teaching him one simple lesson when a previous one is thoroughly learnt; this results in permanent and reliable obedience.
7. Endless patience and progressive training is the only way by which to obtain the best results. At Pinerolo the Italian motto is "Patience and Progression." At Imber Court the motto is "Manners and Patience," the identical two letters of the denomination of the Force.
8. If a young horse is not going smoothly in his work at each of his paces, the reason is that his education has been hurried; he must not be pushed on until he has acquired smoothness at the previous stage. (In 1913 the Germans devoted three years to training their remounts.)
9. A good mouth admits of free flexion to the bit, thus enabling the rider to get the maximum control by which he can place his horse's feet where he wishes. The more highly the horse is trained, the finer is the adjustment of the limbs produced by a bit in sympathetic hands.
10. The snaffle in the mouth of a young horse is used to place and keep the horse's head up, and by being played in the corners of the mouth it will prevent a horse from hanging his head on the rider's hands, for few will bend to it.
11. The bit acting on the bars of the mouth induces the horse to bend at the poll. Much patience is required to obtain this flexing. Young horses should be ridden with their curb chains quite loose at first or they get their tongues over their bits—being allowed to occasionally feed with their bits on in the stables teaches them to keep their tongues under their bits and to mouth themselves freely.
12. A horse should come back freely to the bit.
13. Balance is the basis of a good mouth.

14. Never jump a young horse if the ground is likely to jar him on landing, or if he shows the smallest symptoms of lameness.
15. Avoid using spurs unless absolutely necessary, and do not subject the horse to physical pain.

End of Part I.



*THE LANDLORD WINKS**A Tale from East Anglia*

By B. GRANVILLE BAKER

"AND what will you do, if so be ye do meet them there smugglers?"

"Shoot 'em at sight," said Nathaniel Learoyd of His Majesty's Dragoon Guards, as he swung himself into the saddle.

Joe Cutting, Mine Host of the White Hart, Blyburgh, watched his guests vanish out of sight at the bend of the road to Ipswich, and then, deliberately, and all to himself, he winked.

There was to his thinking much to wink about in those guests quartered upon the White Hart, those two troopers of Dragoon Guards. They were pleasant company and gave the house an air of Government patronage which was useful in troublous times. Nat Learoyd was perhaps a trifle reticent, but then he was a very old soldier, and knew much; moreover, he hailed from Yorkshire where folk are said to think a deal more than they choose to say, unless it be the whole truth about yourself. And Jack Besley for all his blue-eyed frankness, also had his reticences; like Nat, he was disinclined to discuss what adventures he might have had with "them there smugglers."

In those eighteenth century days Dragoon Guards were Guards indeed; Royalties frequently had occasion to visit north-western Europe, and Dragoon Guards found proper escort for them from relay posts along the King's High Road. East Anglian ports came into their own again, and cavalry stations grew up at Ipswich and Norwich, and smaller ones at points of less tactical importance. Cavalry patrolled the coast even as the Stablesian Horse had done some fourteen centuries



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before, and to much the same intent though with this difference, Rome was anxious to keep out Saxons, Angles, and other undesirables, whereas the illustrious House of Hanover was bent on preventing the descendants of those sea-rovers from returning home with contraband goods about them. The latter endeavour met with but qualified success, it accounted however for the presence at the White Hart, Blyburgh, of Troopers Nat and Jack detached for duty with the Revenue Service, or in popular parlance, the Preventives.

Joe Cutting neither knew of nor cared about the Counts of the Saxon Shore and their troubles, his mind was properly occupied with the state of affairs which had brought him a succession of troopers as guests who stayed about a twelvemonth on a job that took many years to learn. Regiments were removed from one station to another every year on the East Coast; there may have been good reasons for this, but Joe Cutting did not choose to examine them. Anyway the landlord, like all good East Anglians, fully appreciated the moral and social value of cavalry, especially heavy cavalry, Dragoon Guards. So marked was this appreciation throughout the "Folk," that John Rooke of Norwich expressed it in his token, value one halfpenny and displaying a trooper of the 2nd or Queen's Regiment of Dragoon Guards and his horse, in the conventional attitude of martial precipitancy. But John Rooke's token did not appear on the market till 1793, whereas the landlord's wink should be dated 1760.

Hardly had Nat's figure vanished into the falling autumn night, than the landlord's quick ear picked up the sound of a horse's hoofs approaching from Lowestoft way, and by the steady urgency of the rhythmic trot, he guessed that it was Trooper Jack, his other guest, returning from his round. Trooper Jack Besley, also of His Majesty's Dragoon Guards, an open-hearted son of a Buckinghamshire yeoman, was still full of enthusiasm on the subject of smugglers. He was always just on the point of capturing a gang, working on information received from trustworthy sources, and ever and again the gang contrived to evade the trooper's attentions.

This evening as he watched Jack Besley's figure detach itself from the background of Henham Wood, first his buff belts, then the braid round his three-cornered hat, Mine Host felt sure that some trustworthy source had been overflowing with information. He was right; Trooper Jack had indeed with his own eyes found in the unusual movement among the rushes on Reydon Marsh, corroboration of reports with which some simple Suffolk yokels had been pleased to furnish him—for a consideration. Therefore was there no time to lose, those smuggling rogues were surely making for Walberswick Common, and on Tinker's Walk Trooper Jack would intercept them, that he would. Jack had not enquired after his comrade, Nat had as usual given no indication of his intentions, so the landlord did not feel called upon to volunteer information. Nevertheless he could not refrain from repeating the question :

“What will ye do if so be ye do meet them there smugglers?”

“Shoot 'em at sight,” answered Jack heartily, just as Nat had done, and having watered his horse and seen to his girths, he also swung himself into the saddle and vanished at the bend of the road to Ipswich, leaving the White Hart of Blyburgh to settle down for the night.

* * * *

Nat Learoyd's country lay between the slow-swinging waters of Blyth and Minsmere, with the changing channels of Dunwich river, and he would expect his mate Jack to be fully occupied in watching the devious Buss Creek and the half-hidden inlet to Easton and Benacre Broads. Nat would therefore have Walberswick Common to himself, and he decided to cross it by Tinker's Walk. Even in the day-time you had to ride over the heath with circumspection; it was pitted with “caches” dug by the smugglers, roofed with balks and covered with sods and brushwood. Shepherd boys were taught to drive their flocks over those “caches” even at the risk of a broken leg or two among the sheep; this gave to camouflage an air of reality. In the dark it was wise to keep to the tracks, therefore Trooper Nat rode leisurely over the soft turf by the

side of Tinker's Walk and vanished into the darkness and the furtive sounds that intruded on its stillness.

Trooper Jack had also pushed on to Walberswick Common. As he rode along, stealthy sounds caught his ear. Perhaps it was only the wind in the fir trees where the herons roost, or a whisper among the rushes, anyway Jack turned towards those sounds into a narrow track, threading his way between gorse bushes as one who knew. He also vanished into the darkness and left the Common to its thoughtful silence.

It was Jack Besley who some time later broke the silence, or so it seemed to him, as he came out of the gorse coverts on to Tinker's Walk. His horse seemed unerringly to find patches of gravel on which to step, brushwood and twigs to rustle and snap, until surely all Suffolk must be alive to his passing. The Common felt as if it were waking from sleep, roused by the sound of his horse's hoof beats.

A little while, just up that slight rise, and he would see the bushes lining the high road. There they were, just a pistol shot ahead! And what was that which stood out against the grey sky? You could see the stiff corners of a hat, a figure trying to conceal itself. One of "Them"?

"Don't shoot, don't shoot!" cried Jack, and the words came back upon him.

Was it echo only? No, for the figure's hands had shot up above its head, even as Jack's had done. It emerged from inadequate hiding.

"Nat!"

"Jack!"

There they sat a-horseback, facing each other, holding up, each in his extended arms—a keg of brandy.



"PURCHASE" AND THE CAVALRY ARM.

By PERCY CROSS STANDING.

I.

WHEN, on 1st November, 1871, the Purchase of Commissions in the British Army was formally abolished by Royal Warrant, the practice had been in existence for nearly three hundred years. It had been inaugurated long before the reigns of Charles II and James II, at which time, of course, it was customary for regiments, and particularly regiments of Cavalry, to be recruited and maintained by some influential individual to whom his officers stood, so to speak, in the relation of "shareholders" in the venture. An enactment of James II ordained the payment of "one shilling in the pound on the surrender of a Commission to the person surrendering, and by him to whom the surrender is made." The custom grew steadily in spite of the efforts of William III and of Queen Anne's advisers to modify it, and by 1702 it had progressed to such an extent that the Court of Chancery enforced the payment of £600 by a lieutenant to his predecessor in a certain regiment. Gradually, too, larger and larger sums were paid for each step in rank, "so that the interest of the money so invested sometimes exceeded the pay of the rank." It should be mentioned that commissions in the Royal Artillery, Royal Engineers, and Royal Marines were excluded from this practice.

By 1722 a distinction had been reached as between the "regulation" and "over-regulation" prices of commissions, and by the middle of the eighteenth century a Commission definitely fixed the price of an ensigncy at £400 and that of a colonelcy at £3,500! Successive Royal Commissions continued to recognize the custom, and at one time we hear of the lowest

price of a commission being fixed at £450 and the highest (in the Life Guards) at £1,260. The great Duke of Wellington was distinctly in favour of Purchase, and his memorandum of 1833 was quite definite on the point. After his death and the Crimean War, however, a fresh note was sounded. A Commission of 1856, which examined as witness Sir Charles Trevelyan (father of Sir G. O. Trevelyan), recommended that in future no commissions be sold above the rank of lieutenant-colonel.

At long last, in the Queen's Speech read at the opening of Parliament in 1871, when Mr. Gladstone was Prime Minister, it was announced that "no time will be lost in laying before you a Bill for the better regulation of the army and the auxiliary land forces of the Crown." This measure, introduced by Mr., afterwards Lord, Cardwell (Minister for War), provided, *inter alia*, for the immediate abolition of Purchase of Commissions. It met with such a mixed reception in the Commons that it eventually went in an amended form to the House of Lords where, on a curiously phrased motion by the Duke of Richmond that "this House declines to read the Bill a second time until it has before it a comprehensive plan," it was rejected by the narrow majority of 150 votes to 125.

But the Premier had prepared a counterblast to the Upper Chamber's action that was in the nature of an absolute *coup d'état*. Only two days later, Mr. Gladstone announced that Purchase had already been abolished, the Queen having been advised to cancel the old Warrant and issue a new one—"therefore," he added, "after the 1st of next November Purchase will cease to exist." It would be difficult to exaggerate the outcry with which this announcement was greeted. Mr. Disraeli (as he then was) described the Government's action as "a shameful conspiracy against the privileges of the other House"; Earl Cairns characterized it as having "strained and discredited the Constitution of the country"; and a vote of censure passed the Lords by a majority of 80.

As illustrating the system of evil thus done away with: as long ago as 1794, when we were fighting the French in the Low

Countries, Major-General Craig (Adjutant-General) gave it as his considered opinion that "there is not a young man in the army who cares one farthing whether his commanding officer, his brigadier, or the commander-in-chief himself approves his conduct or not. His promotion depends not on their smiles or frowns—his friends can give him a thousand pounds with which he goes to the auction-room in Charles Street and in a fortnight he becomes a captain. Out of the 15 Regiments of Cavalry and 26 of Infantry which we have here, 21 *are literally commanded by boys or idiots.*"* General Craig went on to predict that the presence of such "boys or idiots" with the expeditionary force was worse than useless—and as if to confirm his prophecy, a week after the date of his letter the enemy captured Nimeguen and the British were forced to evacuate the Netherlands.

To state that Purchase was "prejudicial to discipline" is to put it mildly when we consider cases like the following. It is on record that a lieutenant in the 41st Regiment was at one time senior to every officer *above* him from his lieutenant-colonel "downwards"! In the 87th Regiment were "two captains of six years' service and two lieutenants of thirteen and fifteen years' service respectively. The lieutenant-colonel of the regiment had entered the army two years after the senior subaltern, who was also senior by length of service to one of the majors and ten of the captains, all of whom had entered the regiment when he was already a lieutenant, and had passed over his head!" A remarkable and tragic episode belongs to the year 1846. A father and son were both captains in the battalion, and the former—a veteran of forty years' service—stood aside in favour of his son when it became possible to purchase a majority. This having duly taken effect, the regiment was shortly afterwards ordered upon active service, when the son was killed in action and his father became Major "without Purchase."†

* Letter to General Sir Hew Dalrymple.

† Sir R. Biddulph's *Lord Cardwell at the War Office.*

The abuse of over-regulation prices for commissions, though strictly prohibited on paper, continued steadily to increase from the reign of George I onwards. In effect, the Report of the Royal Commission of 1856 regarded the valid "regulation" price as a fiction, and recommended that the big sums which officers were compelled to pay aggravated the bad effects of the system. It has been suggested that over-regulation prices probably originated thus: Lieutenant-Colonel A., wishing to save the worth of his commission, £3,500, *without retirement*, approaches Lieutenant-Colonel B., who is on half-pay but wishes to exchange so as to sell his commission. B. pays A. £1,948 10s., being the *regulation* difference between half and full pay, and B. sells into the regiment for the *regulation* price, getting £3,500. Thus A. now requires £1,551 10s. to make up the *regulation* price of his commission: this he proceeds to obtain from the major, captain, lieutenant, and ensign, who are all being promoted by B.'s retirement—and "A. thus saves himself from all loss."

On the question of privilege, it was a custom, as it was also an anomaly, for majors in the Foot Guards to hold colonels' rank in the army, captains to hold lieutenant-colonelcies, and lieutenants captaincies—thus making it possible for a lieutenant in one of those Guards regiments, on being promoted, to become a lieutenant-colonel in the Line. That this held good at the time of the Crimean War is illustrated by a story of Sir Colin Campbell (Lord Clyde). When in 1855 General Simpson, Commanding-in-Chief in the Crimea, went home and was succeeded by Sir William Codrington, Sir Colin also went home. He, however, went out again by request of Her Majesty, the veteran remarking: "I have come out to serve under a man who at the opening of this War commanded a Company in the Division in which I was commanding a Brigade"—the fact having been that when the 1st Division landed in the Crimea its Brigade of Guards contained Codrington as captain (and also, under Purchase, as lieutenant-colonel) while Sir Colin was in command of the Highland Brigade.

The intricacies and ramifications of Purchase present a

mixed and difficult problem, especially as to the ways in which it varied in various formations. There was also, as time went on, the vexed question of insurance, for, as the author of *The Development of the British Army* has pointed out, "Purchase afforded a scheme of co-operative insurance for officers, by which they ensured a lump sum on retirement, in times when retiring pensions were non-existent for the majority of officers. The abolition of Purchase entailed the introduction of retiring allowances and pensions for officers at the expense of the State."

On the occasion of a Royal Commission after the Crimean War, it was stated in evidence that there were many known instances of an officer's family impoverishing themselves in order to provide the means for his promotion. It was also stated that the abuse of over-regulation payments for commissions was one which it appeared "impossible to prevent." In 1860, the prices of commissions in Cavalry regiments were reduced to the same level as those of Infantry regiments; the difference to existing holders being allowed to them out of the "reserve" fund when they sold out.

II.

We may now take a few examples of how the system and practice of Purchase "worked" and was maintained in some of our crack regiments of cavalry. One frequently finds such entries, as illustrating how absolutely the traffic in commissions was recognised, as "Major —, promoted from the — Regiment, *without purchase*." It was, indeed, right royally sanctioned by Charles II's Warrant dated 7th March, 1683-4, and the Duke of Buckingham, addressing the House of Commons during the Merrie Monarch's reign, naively stated: "I had a Regiment which was Sir G. Scott's, and, not knowing the law of England, I gave him £1,500 for it." A little later, in George I's reign, when the afterwards famous 10th Hussars were known as "Gore's Dragoons," a Warrant of 27th February, 1719-20, established the following remarkable table of prices of commissions* in their *personnel*:—

* Liddell's *Tenth Royal Hussars*, p. 10.

Colonel and captain	...	...	...	£6,000
Lieutenant-Colonel and captain...	...	...	...	£2,700
Major and captain	...	...	...	£2,200
Captain	...	...	...	£1,500
Captain-Lieutenant	...	...	...	£850
Lieutenant	...	...	...	£680
Cornet*	...	...	...	£520
Adjutant	...	...	...	£172

(The lieutenant of the Colonel's troop was styled "Captain-Lieutenant.")

But it will be perceived that purchase-monies paid for commissions were arranged so as to vary largely in different regiments, for in the same Warrant of 1720 occurs this list of prices for the 1st Dragoons, the celebrated "Royals" :—

Colonel and captain	...	...	...	£7,000
Lieutenant-Colonel and captain...	...	...	...	£3,200
Major and captain	...	...	...	£2,600
Captain	...	...	...	£1,800
Captain-Lieutenant	...	...	...	£1,000
Lieutenant	...	...	...	£800
Cornet	...	...	...	£600
Adjutant	...	...	...	£200

A still higher rate was fixed for the 5th Dragoon Guards, starting at no less a figure than £9,000 for a colonelcy and captaincy! I must add that it was enacted by this Warrant of 1719-20 (a) that the seller of a commission can only sell to the rank next below him, and (b) that no officer above the rank of lieutenant shall be admitted as a purchaser, whereby he may obtain any higher rank, unless he has served as a commissioned officer upwards of ten years.

Major the Hon. R. H. Pomeroy's sumptuous *History of the 5th Dragoon Guards* says of the above: "Looking at the list, Captain-Lieutenant seems very cheap at £1,500, for by purchasing this a man leaped over the heads of all the other lieutenants and also got command of the Colonel's troop. Probably the Colonel would not allow it to be sold to anyone

* This rank was abolished in 1871, in favour of "sub-lieutenant."

who had not had considerable military experience, and in support of this theory it is to be noted that all the officers, except one, of those whose specially long service in the regiment was notable, held the rank of Captain-Lieutenant* at one period or another. From 1750 on, it seems to have been the custom that the senior subaltern had the right to purchase this step at the regulation rate."

Major Pomeroy goes on to point out that, while commissions were a gift from the King *in theory*, they could *in practice* be sold to the highest bidder. So that officers who had paid heavily for their commissions had no wish to retire and were quite willing to continue in the lesser ranks—e.g., a 5th Royal Dragoon Guardsman, Daniel Crispin, who sold his captain's commission after years of service, remained on as a subaltern. "Conversely, men of means could proceed rapidly up the ladder of promotion, and soldiering did not necessarily interfere with their pursuing other avocations. Prices were kept up by the fact that it was not necessary for an officer to look to his own regiment or even to the army when he wanted to sell his commission, and in some cases a civilian's first experience of military life would be after purchasing a troop in a Regiment of Horse!"

It followed that an additional abuse of the system was provided by the fact of officers procuring commissions in the higher grades while still quite inexperienced. This led to a regulation of 1796 by the Duke of York that subalterns must serve two years before being promoted captains, and captains must have served six years in all ere being promoted to majorities. In 1809 the price of a troop of Cavalry was £2,047 10s., that of a "Cornet of Horse" £650, and if an officer gained a step without purchase he was required, on selling out, to refund to Government the official price of such step!

It is distinctly of interest that the 19th, 20th, and 21st Hussars were always "non-purchase" corps. Like the Royal Dragoons, the 5th Royal Irish Lancers' (then Dragoons) purchase price-list under George II's Warrant of 1719-20 was

* Abolished in 1803.

£7,000 for a colonelcy and captaincy down to £200 for a cornetcy.

The author of the history of that last-mentioned gallant Regiment, Colonel Capes, D.S.O., considers that the Abolition of Purchase in 1871 was "an unprecedented use of the Royal Prerogative by Mr. Gladstone after his Bill to that effect had been thrown out by the House of Lords, and was professedly for the benefit of officers who were too poor to purchase their commissions, and to enable a lower and more democratic class of person to enter the Army." While premising that "it is difficult to understand how such an extraordinary system [as Purchase] ever came into being," this author considers that it worked well in practice. Admitting, of course, that it fell hard on the non-purchase officer to be passed over by a junior, it is true that the adjutant was usually promoted from the ranks, getting his cornet's commission free and becoming lieutenant and captain without purchase by passing up as a supernumerary with the officer immediately superior to him.

In Colonel Graham's admirable account of the 16th (Queen's) Lancers, the celebrated "Scarlet" Lancers, I find the very interesting statement that in 1870 (just before the abolition of Purchase) Colonel Dickson went on half-pay "so that he could receive his over-Regulation purchase-money, which amounted to £8,725, while still remaining in the Army." It is explained that this became necessary by Colonel Dickson's seniority on the list of colonels, as if he had been promoted Major-General direct from command of the Regiment he would have lost the whole of his purchase-money. So it was necessary, under the "system," to replace him in the Regiment by a colonel from a non-purchase corps, who "immediately retired." By such promotion three other officers of the 16th were promoted major, captain, and cornet respectively, all by purchase. It goes on to state that if a lieutenant-colonel retired the major paid him £4,500, the senior captain paid the major £3,200, and so in a descending scale to the cornet or ensign, "the gentleman gazetted to the vacant cornetcy paying £450 to the War Office." *Plus* these sums, the purchasing officers paid the over-Regu-

lation prices for all commissions except the cornetcy; in the 16th Lancers it worked out at £750 for a lieutenancy, £4,200 for a troop, £6,400 for a majority, and £8,700 for a lieutenant-colonelcy.

In 1766, King George III fixed the prices at which commissions might be procured in the Life Guards, ranging from £5,500 for a lieutenant-colonel to £1,200 for a modest cornet. Even a private person had to provide £100 "admittance money" for the privilege of entering the ranks. And, at about the beginning of George III's reign, the great sum of £12,000 is stated to have been paid for a colonelcy in the 1st Life Guards.

At or about the same date—31st January, 1766—it was officially enacted that the prices to be paid in future for commissions in His Majesty's Regiments of Dragoon Guards and Dragoons should be £4,700 for a lieutenant-colonelcy, £3,600 for a majority, £2,500 for a troop, £1,400 for a "captain-lieutenancy," £1,150 for a lieutenancy, and £1,000 for a cornetcy. With the proviso that "all Commissions in the Dragoons were calculated at ten years' purchase,"* the following table shows the rate of pay and purchase in those regiments at the date mentioned :—

		Half-pay per diem.		Half-pay per annum.		Half-pay at 10 years' purchase.		Full price of commission.	Difference.	
		s.	d.	£	s.	d.	£	s.	£	s.
Lieut.-Col.	...	10	0	182	10	0	1,825	0	4,700	2,875 0
Major	...	8	0	146	0	0	1,460	0	3,600	2,140 0
Captain	...	5	6	100	7	6	1,003	15	2,500	1,496 5
Lieut.	...	3	0	54	15	0	547	10	1,150	602 10
Cornet	...	2	6	45	12	6	456	5	1,000	543 15

The great scheme of British army reform of 1871, including the Abolition of Purchase, was admittedly due, or largely due, to the crushing defeat of France by Prussia in the preceding year. It provided, *inter alia*, for a military establishment—on paper at all events—of approximately half a million men: regulars, militia, yeomanry, reservists, and volunteers. In

*O. R. B. Barrett's *7th (Queen's Own) Hussars*, vol. 1.

placing his scheme before the House of Commons, Mr. Cardwell stated that he was not as yet prepared to resort to "anything so distasteful as compulsory service." But he felt convinced that purchase of commissions must be done away with, also that control of the militia and other auxiliaries must be removed from the Lords-Lieutenant of Counties and vested in the Queen's prerogative. It should here be noted that half-a-dozen Royal Commissions on Army Reform had sat between 1856 and 1871, and that none of them had arrived at anything really drastic or effective until this move by the Gladstone Administration.

When all is said and done, the concrete fact remains that the sale and purchase of commissions had endured throughout the long agony of our continental and overseas wars of the seventeenth and eighteenth centuries, and had been upheld and enforced during the forty years of peace that commenced after Waterloo and terminated before Sevastopol.



A DAY'S WORK

By LIEUT.-COLONEL C. E. VICKERY, C.M.G., D.S.O.

*"Where a multitude of men breathed joy and woe
Long ago."*

WHEN the Caliph Abdulla fled on his donkey from Omdurman organized resistance in the Sudan was at an end, but it was several years before government occupied and administered all the old provinces and districts of the Egyptian régime of pre-Mahdi days.

A civil service was created to provide officials for the various administrative posts at headquarters and in the provinces, but this took time to develop, and during its growth most of the governors and inspectors were seconded from the Egyptian army to the civil service.

These were halcyon days when no telegraph line disturbed the inspector in his autocracy, and prying men of legal and democratic views were unable or unwilling to set out on tours of inspection, which necessitated long weeks of camel travel, and thus there reigned a perfect peace. It is true that an evil rumour penetrated Kordofan one year to the effect that a certain official was coming on a tour of inspection with the special idea of going through the legal files and office records. Now every inspector was a magistrate and in his own court could dispose of cases summarily, and this designation aptly describes the manner in which they were disposed of, thus there was no eagerness for too intimate a perusal by outsiders of these office records.

The story goes that the governor was exceedingly perturbed at the thought of the visit and consulted his assistant as to what course of action they should adopt in the matter. The

sage reply of the latter was that "a match would do it!" Since the office was a grass roofed mud hut he was probably right.

It was man's job, though, in those days; recalcitrant tribes to be subdued, roads to cut, wells to open, stations to build, tribute to be collected from people who did not want to pay, and so on.

In the mountain district of Southern Kordofan the troubles, and indeed the joys, of an inspector were more acute and more varied than in the more law abiding districts of the north.

It was at the headquarters of one of these districts that there sat in his mud walled office nearly twenty years ago an inspector of great activity.

He had dealt with the usual cases. The woman with a grievance against her husband had been referred to the Kadi, the Arab sheikh who claimed a Nuba boy as his slave from the time of the Dervishes—the said boy being about four years old—had been sent away calling on Allah to witness that he was the son of truth, and the local Mek had received his daily admonition.

The restless inspector was at a loss how to fill in his time to lunch when he remembered a circular on the subject of protection against contagious disease which a learned and zealous doctor at Khartoum had issued to all provinces.

The inspector was an ardent reformer of the local hygienic and domestic conditions, thus the drastic measure which the circular adumbrated, appealed to all that was active and reformatory in his character. Moreover, during his service in the Sudan many of his efforts in municipal reform had been noted with pleasure and even commendation by the medical authorities who saw in him a man after their own heart. It is true that the governor of the province had expressed other opinions concerning them, and the country people also had views, but the inspector stood well with the doctors.

The circular discussed in particular the dread disease of cerebral meningitis, and went into full details as to the prevention of contagion. The inspector studied it thoroughly, and finally put it back in the file.

A short conversation with the Mamur passed away the remaining quarter of an hour before lunch, and he was preparing to leave the Muktab (office) when an Arab sheikh of a neighbouring village rode up. He dismounted and walked into the office. Now, the inspector was a very moderate Arab scholar, and this day his mind was pre-occupied, and it was very hot. Following the usual greetings the sheikh was asked abruptly what he wanted.

"Oh, Excellency," replied the sheikh, "you have often told me that I must report to the government any news of my village, so I come to inform your excellency that there has been a severe destruction of our crops by—"

The inspector, who had understood very little of what the Arab was saying, held up an imperious hand. He had understood the word destruction and that was enough for him following on his morning's train of thought.

"That will do, O Sheikh," he said, "I come."

The delighted chief turned round to a couple of his men who had followed him into the office, and said, "By Allah the most generous, the inspector is a mighty hunter."

Meanwhile, a torrent of instructions to an harassed Mamur in Arabic and English, the inspector's horse was ordered, twenty police saddled up and were told to their astonishment to take picks and shovels, and half an hour later the inspector rode out of the station at the head of his police en route for the village, Birr el Abiad, with its still complacent sheikh riding on his right.

The noon-day, sun embraced the party in its torrid heat, the gusts of hot wind from the sombre and rocky slopes of the hills, through which the road ran, smote them as with a sword, and around them was a silence of Africa prostrate under the glare of its merciless foe.

Ever and anon the sheikh tried to break the silence and to talk of hunting to the inspector, but this firm man silenced him each time.

"It's all right. I know what to do. I shall save you."

The bewildered follower of the prophet took refuge in pious supplication to the all-merciful Allah to bless his companion and to prolong his life.

And so they rode on, police irritable, inspector immersed in thought, and the sheikh with an ever growing uneasiness and feeling of regret that he had ridden to report to the Hakumah (government).

In two hours they reached the village and then the inspector became a very Napoleon in the issue of his orders, clear, decisive and minatory. Five police were ordered to collect the women and children under a tebeldi tree just outside the village, five more to assemble the men and to bring them to the inspector for orders, while others were sent to summon the labourers from the zaraa (cultivation).

Successive emotions struggled for mastery in the sheikh's face as he listened to these orders.

"By Allah, your excellency, why do we tarry, the game—"

Again the imperious hand and the assurance repeated that all was well. He knew what to do and would save them.

The police rode off on their tasks, and the inspector was free to release the penned up activity in his body.

Flinging off his coat and seizing a shovel he ordered the remainder of the police to follow him, and soon they were at work filling in a well.

The lamentations of the women, the expostulations of the now angry sheikh broke and receded like foam on the sea shore against the will of this simple-minded representative of government. To their prayers to spare the well, the work of many months, he replied in odd gusts of speech that he knew what to do. One must be thorough. He would save them.

Soon the Shawish (sergeant) returned to report fulfilment of the orders—the women were collected, the men assembled and the labourers were returning from the fields; the inspector worked on feverishly, while detailing other men to other wells, and soon the village resounded to blow of pick and shovel as well after well was filled in.

The murmurs of the villages intensified in volume. What had they done? Had they not always been the faithful servants of government? They had cut their roads. What was it?

The breathless and perspiring inspector assured them again that he had his orders. He knew what to do.

The work went on, the sheikh now sullen and resigned.

It was completed, and the next orders were for a house-to-house search to see that all were empty of inmates.

Then the order to fire the houses. The sheikh made more impassioned appeals that his village should be spared, but by now there was a light in the inspector's eye as of some crusader of old.

The dry grass and humble furniture of the people burnt well, and to the scorching rays of the sun, now declining, was added the devastating heat of the fire.

The villagers grouped on some rocks clear of their erstwhile home watched the conflagration.

An hour before sunset all was over, the village a heap of charred and smouldering ruins, wells filled in and ruin complete.

Then did the inspector turn to the sheikh, and with a big, sad smile of consolation inform him that he was safe.

"Safe," said the sheikh, "from whom, from what?"

"From spread of the plague," said the inspector. "You will have to build a new village, but the plague is stayed."

"By Allah, I do not understand."

"Your plague will now be stopped," repeated the inspector.

"Plague, may Allah guide you, I know not of what you talk."

The inspector called for his horse and spoke again.

"The plague which you told me in the muktub (office) was destroying you."

"No, by Allah, I said nought of plague."

"You spoke of destruction."

"By Allah, I did, of the *sēd* (game) that were destroying my crops, but Your Excellency would not hear. I spoke of the hunt."

"The hunt! You have then no sickness in your village."

"All praise to Allah, none."

Slowly the man of great energy climbed into his saddle, bereft of speech, and turned his horse's head towards home, twelve miles away, and rode off with his police behind him.

Twice did he look round and behold the sheikh, surrounded by his people, standing at the foot of the rocky slope, and gazing into the boundless vault of the heavens as if seeking some inspiration from Allah, while all around him resounded and re-echoed the shrill zaghrît (lamentations) of the women.

Thus was the village of Birr el Abiad saved from the spread of that distressing plague, cerebral meningitis.



PIGSTICKING

By **LIEUT.-GENERAL SIR R. S. S. BADEN-POWELL, BT., G.C.M.G.,
G.C.V.O., K.C.B.**

THE subject of pigsticking seems to be coming to the fore in England just now. The *Hoghunters' Journal*, whose first number appeared the other day, will appeal to every man who has handled the spear, and, indeed, to every man who hopes to do so. And now many an old hoghunter must be rejoicing that Mr. Barrow is getting up in London next year a reunion of those who in their time have hunted the boar.

What a wonderful gathering it will be—and the yarns! My goodness!

Some great authority on the subject once said: "It may be boring to outsiders to hear golfers talking golf or fishermen swopping lies when they meet, but if pigstickers come together it would be looked on as a crime if they didn't buck about pigsticking first and last and all the time."

So there you are! Those who attend the dinner (and what pigsticker will not?) will be in for a night of happy reminiscences. The very thought of it takes one back at a bound to the Shiny East, to those early days when, as Griffins, we set out with firm hands and light seats to tackle the mighty boar.

I suppose that, in all the notable events of a man's life he remembers his first better than any subsequent experience.

Well do I remember my first hog-hunting day; not that it was a specially eventful day as hog-hunting days go, but the novelty of the sport appealed to me very forcibly, and the picture remains. I see now the sunny yellow grass jungle, and the brown strong-shadowed coolies beating through it with their discordant jangle of cries and drums.

Suddenly a "sounder" of smallish pig tumble out and file away across the open.

My first view of wild pig, and a most disappointing one! Was this then the "mighty boar" they talked of so much? But a moment later a form, that at first looked like that of a donkey, caught my eye as he stood surveying the country from the edge of the jungle. This *was* a boar. He was watching one of our keenest beginners restlessly hovering about in a way that would have successfully headed back any timid minded animal; but this boar was an old warrior; with an inquisitive look he stepped into the open and trotted towards our trio; a moment later he started into a louping gallop with ears pricked forward and head low, and before our friend could manage to turn his spear in the enemy's direction the pig had dashed in, cut his horse's legs from under him, and had sent steed and rider rolling in the dust. Then he turned with a knowing shake of his head and trotted gaily back to the cover, whence all further persuasion failed to move him.

* * * * *

The coming reunion has for its patron H.R.H. the Duke of Connaught. It was near Muttra that the Duke won his maiden first spear. That was in 1884, though it seems more like five years ago than nearly fifty. The run was the more remarkable since it was the first ever watched by an English Princess—watched, too, at some personal risk, by reason of her riding a strangely self-willed elephant.

The following is the account given in *The Times* of this notable day:

"At an early hour on the 22nd inst. a general start was made for the Aring Jungles, distant twelve miles on the Deeg Road, where elephants, horses, and beaters had been sent on the night before in readiness for a great day's pigsticking.

The first spear for the first pig fell, as was but right, to the Duke of Connaught, who had an exciting gallop of nearly four miles mounted on the well-known Arab 'Uncle G,' after one of the gamest pigs that ever crossed a country." In that run

were " Boy " Maclaren, " Ding " MacDougall, and " Tommy " Dimond, and another.

On another occasion H.R.H. the Duke of Connaught was faced by a very game boar when hunting with the Delhi Tent Club. The pig had been started in a very difficult bit of country. Lord Downe was the first to come to terms with him, and as he did so the boar turned and rushed for him, and although smartly speared, succeeded in inflicting a fearful gash in his horse's hock. Dr. Kavanagh, coming up next, was charged in his turn and succeeded in checking the boar with a point in the head, but so deeply was the spear driven in that it was wrenched from his hand and remained standing in the pig's skull. In spite of this encumbrance the old tusker again started to make good his retreat to the jungle, when the Duke came up and speared with such effect that he gave up all further idea of flight, and, having worked the spear out of his head, took to charging at his enemies. He pursued Dr. Kavanagh for some distance, and another of the party he unhorsed, and only after a good tussle was he killed on foot, the Duke of Connaught giving him his *coup de grace*.

* * * * *

In addition to the Duke of Connaught the Prince of Wales has expressed his interest in the reunion, and it is to be hoped that when His Royal Highness returns from his expedition in the wilds of Africa he may consent to attend the dinner.

Pigsticking is one of those sports in which you can't leave it to the other fellow to do the job, you have to do it yourself. When the Prince came to India he showed himself pretty fully capable of this.

It was on November 30, 1921, that the Prince made his first acquaintance with the grizzly boar at Jodhpur, and showed himself up to the mark by killing him in good style.

In February, 1922, in the course of a meet at Patiala, he had one run after a boar of the rather small but, therefore, of the particularly quick and active type. The boar suddenly turned and charged. The Prince responded, and with quick



THE PRINCE OF WALES WINNING THE HOG HUNTERS CUP

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eye and wrist did what is a difficult feat even for a veteran pigsticker to achieve: he killed the pig dead with a single thrust through the heart.

His Royal Highness attended the finals of the Kadir Cup Pigsticking Competition near Meerut in March, but other duties had detained him till too late for him to enter for the preliminary heats; so he had perforce to be a looker-on.

At the end of this competition the Hog-hunters' Cup is run. It is a point-to-point race over four and a-half miles of "fair pigsticking country."

Fair! Long grass, standing in many places four to six feet high; jhow, a whippy bush which wraps itself round and round your own and your horse's legs; tussocks, hummocks, and tall ant-heaps of hard-baked earth concealed in the grass; dry water-courses with steep rotten sides; deep river-pools and quicksands hidden among bush and rushes, etc.

And that is what they call "fair pigsticking country!"

One who was an eye-witness on this occasion told me that before the start for the Hog-hunters' Cup, to the horror of everyone, the Prince suddenly said that he would like to ride in the race.

It is one like the Grand National, where falls are the rule, and often pretty bad falls at that. On one occasion, out of twenty-two runners ten fell, one man fractured his skull and four or five others were carried in.

So the dangers of the trappy nature of the ground were explained, as well as the fact that, even if he came in first, he could not win since the race was only for those who had run in the Kadir Cup Competition. But the Prince was—well—. My informant put it in this way: "You know what it is when you have had a good punching from a better boxer and your pal says that it is not good enough to go on, better chuck it; that is just the spur needed to make you go at it with added stubbornness—and probably win. Well it was just that way with the Prince.

He said he must have a horse. We got him one. A good one. And off he went as one of a big field, but at such a cracking pace that it was difficult to keep him in view. But

by those who took a short cut to see the finish he was seen at the closing phase of the race to be lying third, the leading man with apparently the race in hand and a hundred yards to the good. But in such a country you never know. The leader going his best jumped some green bush and landed, splosh, in a river." (Don't I know the game! I have done it too!) "It was only with the greatest difficulty that his horse was rescued from drowning with its forefeet tangled up in the martingale. Meantime number two and the Prince made their way through the river and made a great race of it in the struggle up the far bank with dead-beat horses. But the horsemanship of the Prince and an extra turn of endurance on his part carried him to the front and he won a ding-dong race by a couple of lengths. It was a splendid exhibition of pluck above all things, and of good horsemanship, eye for country, and sporting endeavour."

* * * * *

For those lucky beggars who have India yet before them it will be comforting to know that India, in the matter of sport, has stood the test of time far better than any of her rivals. In early ages India and America proved equally attractive to adventurous sportsmen. But in America, bison, grizzly, deer and Redskin came to be gradually and effectively wiped out under the deadly bead-drawing of "Old Rube" and his kind.

Then arose South Africa as a rival, and although her day has been a happy one its sun is setting; before long, advancing civilization and improved breechloaders will have cleared off the elephant, rhino, lion and buck that have made Africa so happy a hunting-ground these past sixty years.

Yet India still maintains her head of game, and bids fair to do so for many years to come. From the North, with its oves ammon and poli, bears and ibex, to the South, with its tiger, buffalo, sambur and boar, the sportsman finds game worthy of his steel, in addition to abundance of the lesser kind of buck and bird, and fish and fowl.

But, as an old doggerel has it:

"The sport that beats them o'er and o'er
Is that wherein we hunt the boar."



TOBOGGANING ON SHEET ROCK

2000

Last year Muttra—(Oh, I can't pass that name without mentioning the fact that not long ago in reply to a question I said that, if anyone wants to get in touch with me in the next life he will only have to call up Koila Jheel near Muttra, that's my "happy hunting ground."). Well, at Muttra last year a bigger bag of pig was recorded than in any previous year in its history. 401! The number had amounted once to 400. We thought ourselves lucky in my day when we got half that number. And we had every facility given us.

Our Colonel, Sir Baker Russell, was a C.O. who entered into the spirit of the game, and if he did not ride much to pig himself at any rate he gave us subalterns full encouragement to do so. He changed the weekly holiday from the regulation Thursday to the unauthorised Friday, and he ordered the Mess to be in the jungle for the three days every week-end, and anyone wishing to stay in had to arrange for his own feeding. (Not many takers for this!) Furthermore, he considered it good for the sergeant-majors to take their turn at orderly officer on Fridays and Saturdays, though an officer had to be in barracks on Sundays for Church Parade.

In Regimental Orders one evening there appeared the notice that the regiment was to parade, mounted, next morning at day-break, carrying full water-bottles and ten rounds of blank ammunition per man; rations to go out by cart; and last, but not least, "officers and troop sergeant-majors may carry hog-spears in place of swords.

A most unique and eventful field-day resulted.

The jungle, a large tract of heavy grass and jhow (tamarisk) bush, was attacked with all military precaution and completeness. The regiment proceeded through it in line at half-open files; patrols of four officers each were posted or moved well in advance of the line so that when a boar was scared by the noise of the approaching line, then one of these patrols nearest to him would ride after him and endeavour to bring him to account. So succesful was the operation that in a short time each of the parties was away after its separate boar. Still pigs were to be seen running away ahead of the line with no one to hunt them,

till the Colonel, who had hitherto been directing the operations generally, gave the order for certain non-commissioned officers to take patrols of men with them and see what they could do with their swords against the pigs.

In a short time several of such parties were to be seen scouring across country in full pursuit of the common foe.

To say that they enjoyed it would in no way express their excitement and delight.

"They galloped here, they galloped there,

They fought, they swore, they sweated."

In a word, they had a glorious time, albeit when the rally sounded the bag—beyond those killed by the spear parties—was not a large one. Still, when all was over, the horses groomed and fed, and the men at their dinners and free to talk, the babel in the bivouac was almost ludicrous, since every man at once was keen to tell his tale of personal adventure with the Indian pig.

Here one was stating how his troop-mare, C.16, had turned her tail upon the advancing foe and with her iron-shod heels had sent his front teeth rattling down his throat. And there another, a budding Munchausen, was relating how he stood the attack of "not only one but four bloomin' swine all of a go," and how all single-handed and alone he had beaten them off. It was a day that was talked of for months afterwards in the regiment; and though this one experience can have done no more than give the men a momentary taste of the ecstasy of a fighting gallop, it certainly livened them up.

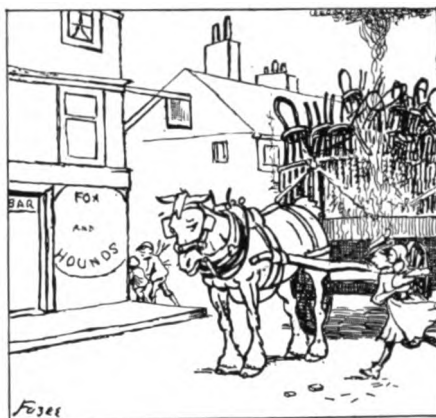
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It has been truly said: "Pigsticking is par excellence a soldier's sport; it tests, develops, and sustains his best service qualities, and stands without rival as a training school for officers; nor is it ever likely to languish for want of votaries so long as boars and Britons continue to exist."

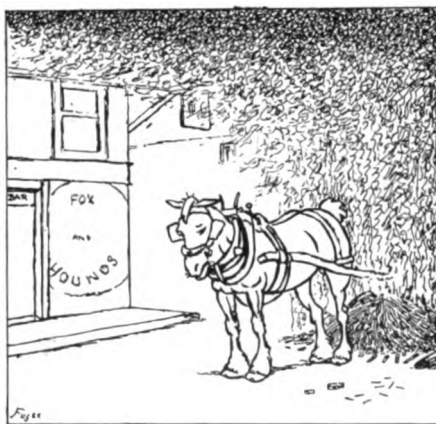
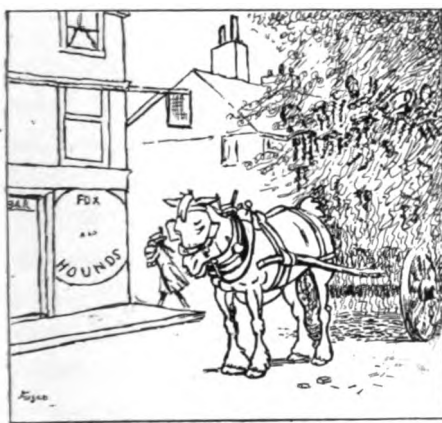


"THE HORSE STOOD STILL"

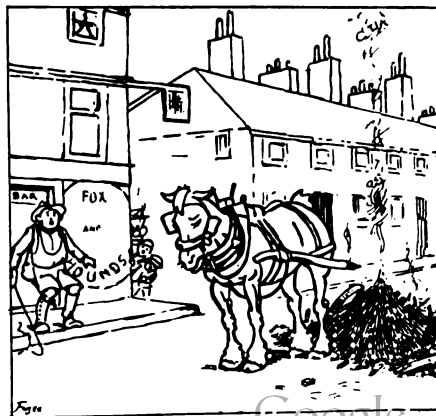
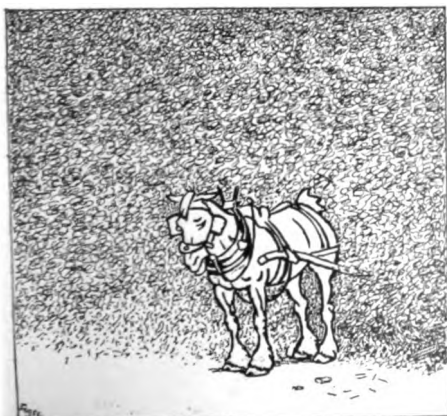
It has been reported in the Press that a van laden with furniture was set on fire by a schoolboy, and that the furniture and cart were burnt. The horse remained imperturbable in spite of the fire, hand extinguishers, and the arrival of the Fire Brigade.



THE HORSE STANDS STILL



THE HORSE CONTINUES TO STAND STILL



THE HORSE WAS STILL STANDING STILL

TO VIRU
THORUAO

SOME MILITARY FALLACIES—AND FACTS

By COLONEL H. C. WYLLY, C.B.

BY virtue of constant and unwearied repetition certain military fallacies have developed almost into articles of faith, and it is perhaps a useless task to attempt to show upon what imperfect data some of the more hoary of these fallacies may have been based; but for the benefit of those who prefer their military history free from more than a moderate amount of fiction, an attempt will here be made to deal with some of the matters described in the title of this short paper.

For a particularly matter-of-fact nation we are hard to beat as hero-worshippers, and there can be no reason whatever why we should not set heroes of the past upon pedestals, so long as in so doing we do not displace other men of at least equal, if not indeed greater, claims upon our admiration; and in this connection one may not unreasonably put forward the complaint that we are rather inclined to exalt a man more for the *manner* of his death than for what he accomplished during his life-time. To Generals Wolfe and Moore this latter suggestion seems more especially to apply.

A military writer, in a recently published appreciation of General James Wolfe, described him as "the grandsire of the United States." At first sight this claim seems to lay upon our American cousins the stigma of illegitimacy, since Wolfe was never married; and though it is of course possible that he would have made an excellent father—and even grandfather—had he been given time, he was, after all, for only two brief periods in North America, the one of less than eight, the other of just over six months; while his stay in that continent extended no further inland than the seaboard, being confined wholly to operations conducted in Cape Breton and on the

Canadian shores of the St. Lawrence. He first embarked for North America on the 12th February, 1758, and was back in England again by the 1st November of the same year, and then, sailing for North America once more on the 14th February, 1759, he was killed in the Battle of the Plains on the 13th of the following September. If the claim that he was the "grandsire of the United States" is put forward in a figurative and decorative sense, then surely the title is due in infinitely greater measure to Jeffrey Amherst than to James Wolfe?

The most superficial study of Wolfe's early operations when in chief command before Quebec makes it abundantly clear that they do *not* show any outstanding strategic ability, while also they were uniformly unsuccessful; and for the success of the final operation of the campaign we have to thank his brigadiers, Wolfe having proposed to attack again on the Beauport side, where he had made his earlier disastrous attempt, while in their representations his brigadiers virtually rejected this proposal, stating that, in their opinion, "the most probable method of striking an effectual blow is by bringing the troops to the south shore and directing our operations above the town." As to the actual authorship of this suggestion, Warburton in his "Conquest of Canada" (Vol. 2, p. 322), gives the credit to Townshend, stating that "the merit of this daring and skilful proposition belongs to Colonel George Townshend, although long disputed or withheld by jealousy or political hostility."

It may be questioned whether Wolfe was an easy man to work with, either as a subordinate or as a commander; some of his letters from Louisburg seem to show him as one who cherished many personal animosities, and his criticisms of Amherst's conduct of the operations of the siege are not such as one expects from a subordinate commander of his general in the field. When in command before Quebec he did not, until the very last moment, take any one of his brigadiers into his confidence, while in one instance at least his pungent criticisms upon certain of his troops seem wholly undeserved, and one can only hold them in any way excusable by reason of the state of Wolfe's health at the time of their expression.

The Louisburg Grenadiers were among the pick of Wolfe's troops before Quebec, but they, with the grenadier companies of other regiments, failed in the attack on Montmorency, though it is at least an open question whether the blame does not attach at least as much to Wolfe as to the Grenadiers who attempted the impossible. Yet for their failure—with a loss of 33 officers and 400 men killed and wounded—Wolfe lashed the Grenadiers in a General Order such as can hardly ever, before or since, have been addressed to brave men who had done all men could do.

"The check which the Grenadiers met with will, it is hoped, be a lesson to them for the time to come. Such impetuous, irregular and unsoldier-like proceedings destroy all order, and put it out of the general's power to execute his plan. . . . The very first fire of the enemy was sufficient to have repulsed men who had lost all sense of order and military discipline . . . The loss, however, is very inconsiderable [?] and may be easily repaired when a favourable opportunity offers, if the men will show a proper attention to their officers."

One can hardly believe that a general who was on the spot and had witnessed what actually occurred, could pen words so wholly ignorant and unjust. Happily, we have other accounts of what happened on this occasion and quotation may be made from a letter of Lieutenant-Colonel Alexander Murray, who on that day commanded the Louisburg Grenadiers, and from the account by a wholly independent eye-witness of all that transpired.

Writing on the 2nd August, 1759, Colonel Murray stated: "We had an action on the 31st when the whole Grenadiers were *ordered to attack* an Intrenchment, which we did with great intrepidity but were repulsed; we had but a few killed but a good many wounded. *I think nothing on earth could behave better than* we did and made three attempts and *retired in good order*, the Highlanders and Amherst's Regt." (who, as Wolfe himself says, did not "attack in time") "covering our retreat."

The independent witness is one James Gibson, who had seen something of war, for he had served as a Gentleman

Volunteer at the first capture of Louisburg and was also engaged in the siege of Quebec: he was an eye-witness of the whole affair and was well-placed to see all that happened, and he writes: "At half-past five the Grenadiers landed, formed instantly and, headed by Colonel Murray, marched for a battery and redoubt, which they took possession of. . . . As soon as the Grenadiers were within gunshot the French began from their breastworks and the Indians from the adjacent woods, such a fire as none but the men who were there could have withstood, and which they sustained without returning a musket for 20 minutes, when there luckily came on such a thunderstorm and shower as made it impossible for them to advance; and the numbers of the wounded, more particularly officers, made it necessary for them to retreat, which they did *as regularly and as soldier-like as they advanced*, at least we generally think so here, notwithstanding the cruel aspersion which the enclosed paper" (Wolfe's order) "threw on them two days after the action and which has disgusted every man who was an eye-witness of such gallantry as perhaps is not to be paralleled."

That James Wolfe was a brave soldier all will admit; that had he been spared he might, as a commander, have gone far, may be conceded; but the heroic manner of his death in the moment of victory has certainly caused one or two fallacies to be built up around his name and fame, and we are inclined to overlook his limitations and to regard him as a demi-god rather than as a mere ordinary mortal, possessing the faults of the ordinary man.

As a commander and administrator Wolfe bears no comparison with Amherst, who deserves far more than does Wolfe the credit for the "all-red" of North America. In March, 1758, Amherst sailed for Canada, took command of the Louisburg troops as the expeditionary force sailed out from Halifax, and had possessed himself of the French stronghold in Cape Breton before July was out. Abercrombie's disaster at Ticonderoga led to Amherst's appointment as Commander-in-Chief in North America, and, while Wolfe was told off for the command of the force intended for the capture of Quebec, Amherst was detailed

for the far more serious work of the campaign, viz., the expulsion of the French from northern New York and the relief of the strategic centre of the British Colonies from the Gallic pressure in that quarter. Amherst accomplished the three great objects of the campaign within three months, Niagara falling in July, Ticonderoga and Crown Point in August and Quebec in September; and then, in the spring of the year following, three forces, all directed by Amherst, advanced on the capital from Quebec, Oswego and Crown Point and joined hands before Montreal, which surrendered on the 8th September, 1760; whereupon, as Sir John Fortescue tells us, "half a continent passed into the hands of Great Britain."

"It is worthy of observation," wrote the younger Amherst in his diary, "that the principal Army under General Amherst, with the two inferior ones under Murray and Haviland, should set out from places so distant as Oswego, Quebec and Crown Point, each meeting with obstruction from the enemy and from the natural difficulties of a country unknown to them, especially the principal Army from the peculiar and formidable passage of the Rapids—I say, it is very remarkable that these armies should all meet within the space of 48 hours at the destined point—Montreal, so as to hem the enemy in on all sides and leave them no choice (except a very desperate one indeed) but to surrender."

Of a truth Amherst was indeed greater than Wolfe; "the fame of the man," writes Fortescue, "is lost in that of Wolfe, and yet it was he, not Wolfe, that was the conqueror of Canada. . . . He was the greatest military administrator produced by England since the death of Marlborough, and remained the greatest until the rise of Wellington"; and with this verdict the majority of experienced soldiers and earnest students of military history will probably be in agreement.

The death of Sir John Moore under circumstances very similar to those connected with the death of Wolfe, appears to have had very much the same effect upon many of those writers who have, in all good faith, attempted to tell us something of the man—they have claimed for him more than his due, very

possibly more than Moore would have himself accepted had he lived to read all that has been written about him; and, as a very fine type of regimental officer, he would assuredly have disdained any attempt to exalt himself at the expense of other men.

Curiously enough, what was said of Moore, in one particular, by the first of his biographers, has been repeated religiously, but wholly inaccurately, by almost every single writer who has in any way dealt with the subject of Moore and his influence upon the British Army, and particularly upon the infantry branch of it.

James Carrick Moore, in his "Life of Lieut.-General Sir John Moore, K.B." writes as follows on pp. 37 *et seq.*: "Next year" (1788) "Moore was appointed major to the 51st Regiment, that in which he had got his first commission. . . . The Regiment at that time was a very indifferent one, but every attempt or suggestion he threw out for its improvement was thwarted or disapproved of by the lieut.-colonel from jealousy of interference. On perceiving this, he neither spoke or entered into any cabal against his commanding officer, but relinquished all hope of ameliorating the state of the Regiment. He performed his own duty precisely, and by living in the mess on familiar terms with the officers, he had the opportunity of discovering their respective talents and defects."

The late General Sir F. Maurice in his "Diary of Sir John Moore," Vol. 1, pp. 12, *et seq.*, elaborates these points raised by the earlier biographer, and says: "In 1788, he" (Moore) "was transferred as major to his old Regiment, the 51st. It was at Cork. The Lieut.-Colonel was a man who exceedingly objected to the interference or suggestions of an energetic young major, who had, since he was twelve years of age, been devoting himself to the study of his profession. The Lieut.-Colonel appears to have belonged to the type of man, not unknown to the British Army, who thanked God that his Regiment never had been a good one, and might have added, 'Please God as long as I command it, it never shall be.' Moore, after a few vain efforts, accepted the situation and enjoyed

himself much among the pleasant society of the lovely county. Fortunately, what is known to History as 'the affair of Nootka Sound,' which nearly led to a war with Spain, had at least the desirable result of causing the Lieut.-Colonel to send in his papers. The Regiment had been warned for service in May, 1790, and active service did not suit a man ignorant and, during peace time, proud of his ignorance. Moore purchased his lieut.-colonelcy."

Later, General Maurice says: "When Moore came into command, the battalion had gone to pieces under the man whom he succeeded."

Lady Brownrigg in "The Life and Letters of Sir John Moore," tells us that "the 51st was quartered at Cork and the gay hospitality of the Irish was very acceptable to the young soldier, and helped him through many unpleasant episodes with some of the officers of his regiment, especially with the Colonel, who, from jealousy and dislike of any interference, thwarted and disapproved of any suggestions made by Moore for the improvement of the regiment. . . . The command of the regiment now devolved upon him" (Moore) "and he immediately took every measure to restore the discipline which had been gravely impaired by the slackness and indifference of his predecessor."

Another author writes in much the same strain, using practically the same words. Colonel Fuller, on p. 20 of his book, "Sir John Moore's System of Training," quoting largely from James Carrick Moore's "Life," repeats what that writer says about Moore living in the mess on familiar terms with the officers when second in command, and adds that when, three years later he purchased the lieut.-colonelcy, "the discipline of the 51st was indifferent."

From the above-mentioned statements, made originally by Moore's first biographer and repeated by later writers, we are led to believe that when John Moore first joined the 51st as a major the Regiment was in a highly inefficient state, that the new second in command devoted himself assiduously to furthering its well-being, making many attempts at or suggestions for

its improvement, only to find his well-meant efforts repulsed by an exceedingly indifferent commanding officer, who took some pride in having a bad regiment.

Let us first examine the statement as to the bad state of the 51st at the date when Moore was appointed to it as a major, after which we will see what opportunities he permitted himself for attempting to effect an improvement.

The 51st Regiment, commanded by Lieut.-Colonel Jaques—the date of whose lieut.-colonelcy was the 26th October, 1786—was inspected on the 12th June, 1787, at Waterford, by General the Earl of Carhampton, who reported on it as follows:—“When I reviewed this Regiment four years ago”—in the time, that is, of Colonel Jaques’s predecessor—“I could not in justice make a favourable report of it. *Lieut.-Colonel Jaques has paid unremitting attention to it ever since, and it has now become one of the best regiments on this Establishment.*”

This does not seem to imply that the Regiment was in anything but a satisfactory state, but rather that such improvement as was apparent was due to the good work and good influence of Colonel Jaques.

In the following year we learn that the 51st “from its dispersed situation was not inspected this year”; but General Bruce, who makes this report, says nothing in disparagement of the Regiment, and we may therefore assume that he concurred in the good opinion expressed by the inspecting officer in 1787.

As to General Maurice’s implication that Colonel Jaques finally retired because he was too ignorant for active service, it may be pointed out that Colonel Jaques had served with his regiment throughout the siege of Minorca, compared with which the operations of a possible war with Spain over the Nootka Sound affair would probably have been child’s play.

But let us now fix by actual dates, as recorded in the Regimental Monthly Returns, the periods during which Major John Moore was present and doing duty with the 51st as second in command, attempting to make even better “one of the best regiments on the Irish Establishment.”

John Moore was appointed to the 51st as Major on the 1st October, 1788, but in the Monthly Return of June of the following year we find recorded against his name the words "not joined." The July Return shows him as "on Lord Lieutenant's leave" from the 1st July, 1789, to the 1st January, 1790; and if he did rejoin on this latter date it can only have been for the very briefest possible time, since he again obtained leave from the Lord Lieutenant from the 3rd February, 1790, to the 3rd August, a period of leave which was subsequently extended to the 25th October of that year. Moore then seems to have rejoined Regimental Headquarters, but for no longer than three weeks, proceeding on leave again on the 14th November, and obtaining permission from his commanding officer to absent himself until the 31st December.

From the above it is surely abundantly clear that during the whole time Moore was Major of the 51st—from the 1st October, 1788, to the 30th November, 1790, when Jaques retired and Moore was promoted to Lieut.-Colonel—a period of twenty-five months and *not* three years, as stated by Colonel Fuller; and presuming that he cancelled the remaining portion of his leave (30th November to 31st December) in order to return and take over command from Colonel Jaques, Moore was during those *twenty-five months* present with his Regiment for no more than some *fifty-four days*—under two months—these fifty-four days, moreover, not being successive, but being divided into two periods, *the one of thirty-four and the other of twenty days only!*

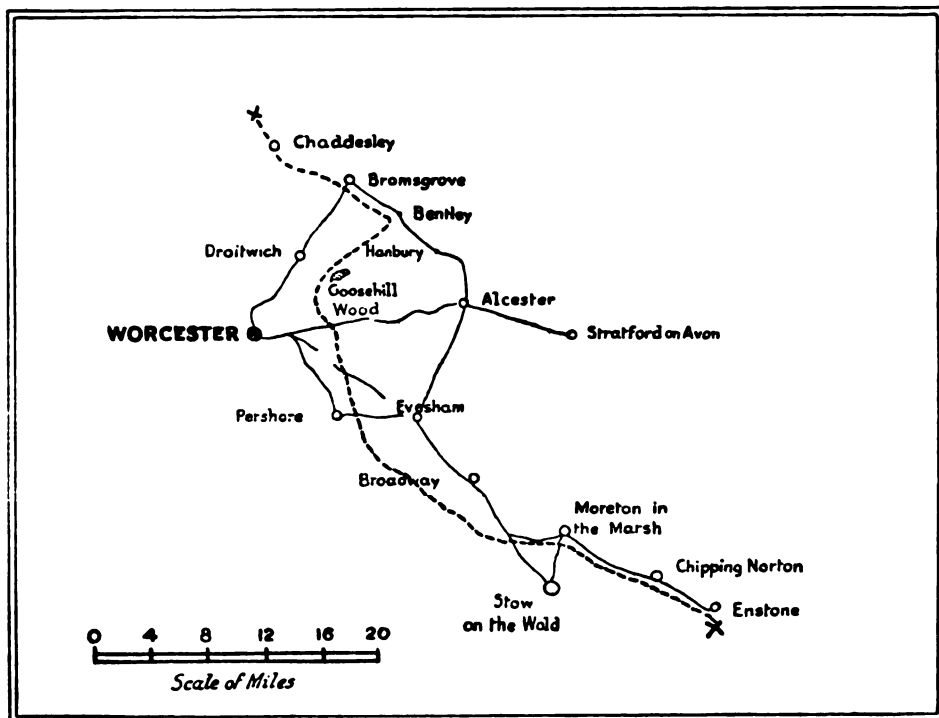
It must then be sufficiently obvious that Moore was hardly in a position, nor did he indeed afford himself the necessary opportunity, for attempting to improve the Regiment, or even for cultivating the society of his brother officers; while a commanding officer would need to have been extraordinarily complacent and unusually self-effacing to accept suggestions from a second in command, who was only present an average of one day in every fourteen to assist in carrying them out!

"A HUNT OF 1780"

THE following extracts from "Berrow's Worcester Journal," one of the oldest county newspapers in England, will doubtless be of interest to some of our readers.

Thursday, 18th May, 1780.

"On Monday last the 11th Regiment of Dragoons marched from this city and Pershore, where they had been quartered for some time, on their route to Newbury in Berkshire."



21st December, 1780.

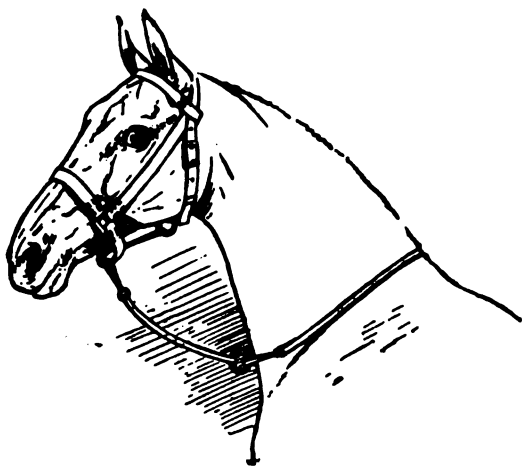
"A correspondent has favoured us with an account of the run on Friday last by the Blue Coat Hounds of Offley.

The dogs threw off early in the morning in Bishop's Wood near Offley, and almost immediately found a fox. After

running several rings he went by Chaddesley to Randon Wood and on to Holford Well near Bromsgrove, thence to Bentley and Goosal Wood beyond Hanbury Hill. From thence across the country over Broadway Hill to Morton in the Marsh—Chipping Norton—Spring Hills to Enstone Wood in Oxfordshire, where the staunch hounds seized on his brush. From the place where they found to that where they killed is more than 50 miles on a straight line, with the compass of the ground which he must have taken in the chase, could not be less than 80 or 90 miles. There were more than forty horsemen present when the fox broke off, though only one whipper-in and Mr. Fly, with his unwearying mule, in at the death. Several horses died through excess of fatigue, but only one hound and a terrier was lost during the day."

If the officers of the 11th Dragoons continued to take in the Worcester journal after leaving the station, they must have regretted having missed such a fine hunt. It is hoped that the Scots Greys who relieved them benefited by the change.

T. T. P.



JUST THE WORD

or

Le Mot Juste

By "HYDERABAD"

(continued)

L.

"LAUGHINGSTOCK. A butt ; an object of ridicule. Military affectation, without real science, frequently begets an animal of this kind."—*James, op. cit.*, 1812.

M.

"MAQUIGNON, *Fr.*, a jockey. The French say : *Maquignon de bénéfices*, one that drives a trade in livings, in the same manner that brokers have been accustomed to drive that of military appointments in this country."—*James, op. cit.*, 1812.

N.

"NECESSARY, in a *military sense*, implies, for each soldier : 3 shirts, 2 white stocks, 1 black hair-stock, 1 pair of brass clasps for ditto, 3 pair of white yarn stockings, 2 pair of linen socks, dipped in oil, to be worn on a march ; 2 pair of white linen gaiters, if belonging to the Guards ; 1 pair of black long gaiters, with black leather tops for ditto ; 1 pair of half spatter-dashes, 1 pair of linen drawers, 1 pair of red skirt breeches, 1 red cap, 1 cockade, 1 knapsack, 1 haversack, 1 pair of shoe-buckles, 1 pair of gaiter-buckles, black leather garters, 2 pair of shoes, 1 oil-bottle, 1 brush and picker, 1 worm, 1 turn-key, 1 hammer-cap, and 1 stopper."—*Smith, op. cit.*, 1779.

O.

"OVERSLAGH," as a *military phrase*, which is derived from the Dutch, will be better explained from the following table. For instance, suppose 4 battalions, each consisting of 8 captains, are doing duty together, and that a captain's guard is daily mounted: if, in the Buffs, the second captain is doing duty of deputy-adjutant-general; and the 4th and 7th captains in the King's are acting, one as aide-de-camp, the other as brigade-major; the common duty of these three captains must be *overslashed*, that is, slipped over, or equally divided amongst the other captains.

TABLE OF EXPLANATION

		No. of Captains.	Heads of each column.							
Regiments	..		1	2	3	4	5	6	7	8
Royal	..	8	1	5	8	12	15	19	23	26
Queen's Royal		8	2	6	9	13	16	20	24	27
Old Buffs	..	8	3	—	10	14	17	21	25	28
King's Own	..	8	4	7	11	—	18	22	—	29
		—								
Total	..	32								

Smith, op. cit., 1779.

P.

'The PASSIONS, a most comprehensive term . . .'

James, op. cit., 1812.

Q.

"QUALM literally signifies a fainting fit; but it figuratively means a scruple of conscience; such as now and then, like the visitation of God, comes across the gorged senses of public men who have not acted fairly towards the country; but it seldom has sufficient force to make them disgorge their ill-gotten wealth . . ."—*James, op. cit., 1812.*

R.

“RADOTEUR, *Fr.* a dotard ; a person whose intellects are impaired by age or sickness. When a general is so visited, he is generally put upon the shelf ; but the regiment (if he have any) is still left under his management, as far at least as regards the clothing, accoutrements, etc. This is one of the many evils attending the present system. No man, in fact, ought to be called the colonel or head of a regiment that is incapable of the executive duties of that responsible station.”—

James, op. cit., 1812.

S.

“SIXAIN, in *ancient military history*, an order of battle, wherein six battalions being ranged in one line, the 2nd and 5th are made to advance, and form the van-guard ; the 1st and 6th to retire, and form the rear-guard ; the 3rd and 4th, remaining on the spot, to form the body of the battle.”—

Smith, op. cit., 1779.

T.

“TE DEUM, as far as it concerns *military matters*, is a holy hymn sung in thanksgiving for any victory obtained, and which is sometimes abused, by being sung by the vanquished enemy, to conceal their shame, etc.”—*Smith, op. cit., 1779.*

U.

“UNALELED, a term in Shakespeare, signifying without the bell rung, from *un* negative and *knell* the tolling of a bell. Dr. Johnson doubts the propriety of this interpretation. As the term, however, has been lately used with respect to the mangled remains of our brave countrymen who fell in the battle of Talavera di Reyna in Spain, and who were left to the mercy of the elements, we cannot omit the word ; and in so doing, we are solicitous to pay that just tribute, which the heroic conduct of British soldiers deserves from every well-thinking Englishman. Their bodies may be unaleled on foreign ground,

but their praises will be rung as long as the memory of that hard fought day shall last.”—*James, op. cit.*, 1812.

V.

“**VETERINARIAN** . . ., one skilled in the diseases of cattle, a farrier, or horse-leech.”—*James, op. cit.*, 1812.

W.

“**WAR** . . . is that important event, for which all military education is designed to prepare the soldier. It is for this that, in peace, he receives the indulgence of a subsistence from society ; and for this he is gratefully bound to secure the repose of that society from the outrage of an enemy . . .”—

James, op. cit., 1812.

X.

“**XYSTER**, an instrument used by surgeons to scrape and shave bones with.”—*James, op. cit.*, 1812.

Y.

“**YOUNGSTERS**, a familiar term to signify the junior officers of a troop or company. The word youngster is likewise used in the Navy . . .”—*James, op. cit.*, 1812.

Z.

“**ZAGAIE**, *Fr.*, a weapon made in the form of a long dart, which the Moors use in battle, and which they cast with extreme dexterity.” [Is this the Assegai ?]—*James, op. cit.*, 1812.



THE CONFEDERACY'S GREATEST CAVALRYMAN

By CAPT. E. W. SHEPPARD, Royal Tank Corps.

EXACTLY thirty years ago the British Army, under the seductive guidance of Col. Henderson, discovered a new and fascinating field of professional study in the American Civil War. This must have somewhat surprised our trans-Atlantic cousins, who had for a generation or so been studying this war themselves, and no doubt they felt duly honoured. But though since the first appearance of "Stonewall Jackson" more books on the War for the Union than one likes to think of have been published in this country—the present writer himself many years ago added one to the number—it is curious to note that nearly all of them dealt with the Eastern theatre, where the North almost, and the South quite, lost the war, rather than the West, where it was indubitably won. Thus, though there are many British soldiers who have some idea of Jackson's side-show in the Shenandoah Valley—where, according to Col. Fuller, past generations of Staff College students must have counted every blade of grass at one time or another—to most of us Vicksburg, Chattanooga, Atlanta and Nashville are mere names, and Sherman's famous and decisive march through Georgia only the end of an old song. It is, therefore, possible that the first name occurring to any casual and misguided reader of the title of this article will be that of Jeb Stuart; in fact, however, it is not concerned with that famous but somewhat overrated commander, but with quite another person—to wit, General Nathan Bedford Forrest.

That Forrest's name is little known on this side of the water is not the fault of one of his countrymen, Mr. John A. Wyeth, who, true to the national tradition of writing large books about

great, as well as not so great, men, has devoted 650 closely-printed pages to a narration of his exploits. It ill becomes a fellow-countryman of the biographer who could not compress his life of Jackson into less than 1,200 pages to complain of the size of the book; but it hardly facilitates his task of including the material so lavishly placed at his disposal within the limits of a short article. Little more can indeed be done here than to give a brief sketch of Forrest the man, and a bald and unconvincing narrative of his more noteworthy exploits.

Nathan Bedford Forrest, the eldest son of a Tennessee backwoodsman, was born in July, 1821. At the outbreak of the Civil War he was thus forty years old; and though in the course of a varied career he had been by turns blacksmith, small farmer, dealer in real estate, slave speculator and planter on a considerable scale, and had become an alderman of the City of Memphis, Mississippi, where he was then living, he was entirely devoid of military knowledge or experience. But he was a born leader of men; and having been placed by virtue of his civil standing in command of a unit of newly-raised cavalry in the service of the Southern Confederacy, he soon gave proof of a natural genius for war.

By the end of 1861 he and his command were in the field in the vicinity of Fort Donelson, in the valley of the Cumberland River, and had fought their first successful action against the Federal cavalry. Blockaded in the fort by Grant's Army in February, 1862, he took part in the sortie of the garrison and led a series of dashing charges against the enemy guns, in which he displayed reckless gallantry and had his first horse—out of twenty-nine during the whole course of the war—killed under him. His was one of the only two voices raised against the proposed surrender of the place, and when the decision of the Council of War went against him, he led his whole command out through the investing lines, and despite the obstacles of bitter cold weather, bottomless roads and swollen icy streams got clear away to safety. He was in the field again at Shiloh, and while charging to cover the retreat of the beaten Southern Army, was severely wounded and spent some months in hospital.

Returning to the front in June, he proceeded to carry out a series of independent operations which were soon to mark him out as the South's most brilliant cavalry leader.

The first of these exploits was the capture of Murfreesborough, the garrison of which, comprising two infantry regiments and part of a cavalry regiment, in all 1,200 men and four guns, Forrest surprised in the early dawn while still in its sleeping quarters and by a mixture of hard fighting and bluff induced to surrender, though his own force was barely equal to it in numbers. Following on this he set out on a raid into Western Tennessee at the head of a cavalry brigade of 2,000 men. The delicate task of crossing the broad Tennessee River at Clifton was successfully effected despite the presence of Federal cavalry pickets on its banks and of gunboats patrolling its whole course; and a hostile detachment at Lexington was attacked and driven into Jackson. This place proving too strong for Forrest to attack, he moved north up the line of the railway to Columbus, the main base of Grant's army in the middle Mississippi. En route he surprised and captured one after the other the hostile posts at Humboldt, Trenton and Union City, destroying the line and large quantities of stores and supplies as he went. Crossing the Kentucky border, he then pushed on to within a few miles of Columbus, spreading panic and confusion in all the region round about. By this time Federal forces were hurrying up from every side, so swinging south-east he fell back by way of Dresden to McKenzie, making for his original point of crossing over the Tennessee at Clifton. In order to ensure his safe return, however, from the midst of the pursuing columns, he decided to attack the nearest of these at Parker's Cross Roads; but when the fortune of the fight had already turned in his favour, the arrival of a second Federal column in his rear compelled him to break off the action and effect a hurried but skilful withdrawal. He reached Lexington without being further molested, and marching 40 miles in 36 hours got back across the Tennessee with the aid only of two small ferry boats and a few rafts. In fourteen days and in the heart of winter he had marched 300 miles, fought three major

and numerous smaller actions, killed, wounded or captured fifteen hundred of the enemy, and taken five guns and fifty wagons and teams; moreover, his complete destruction of two important railway lines had severed all Grant's communications with his base and compelled the Federal general to fall back on river transport and for the time being to abandon his whole plan of operations.

A series of minor operations, including an unsuccessful attempt to retake Fort Donelson, the repulse and capture of a Federal reconnoissance in force at Thompson's station on the Nashville-Decatur railway, a successful foray into the enemy lines at Brentwood, south of Nashville, and a drawn fight at Franklin, filled up the early months of 1863. By this time the Federals under Rosecrans had pressed back Bragg's Confederate Army to Chattanooga and were preparing to force the line of the Tennessee about that place. In order to facilitate this operation, a force of mounted infantry under Streight was transported by river to Eastport and thence set off on a raid south-westward against the railway leading south from Chattanooga to Atlanta. A second force was sent eastward up the river valley towards Decatur to engage the attention of Forrest, whose command was covering Bragg's left flank, and prevent his interference with the mobile column. The Confederate general, however, was not so easily deceived, and, receiving early news of Streight's movement, left a small force to cover Decatur and set off himself on his trail. So hard did he ride that he came up with the Federals in the passes of Sand Mountain, south of Decatur, on the fourth morning after the latter's start from Tuscumbia and attacked at once. The Federal rearguard turned again and again and fought hard at every favourable chance; more than one ambush was successfully laid, two of Forrest's guns on one occasion falling into Streight's hands; but the fiery pursuers could not be shaken off. East of Bluntsville, Streight hoped to find safety behind the line of the swollen Black Warrior River, the bridge over which he had destroyed; but a plucky and intelligent girl of sixteen, named Emme Sanson, guided Forrest to a ford by which he was able to

cross the stream. Streight had to resume his flight under cover of night by way of Gadsden towards Rome, where he hoped to pass the Coosa and strike the Atlanta railway a few miles beyond. But his advance guard was unable to secure the Rome Bridge and the main column, completely worn out by its exertions, and with the incessant crack of Forrest's rifles in its ears, was once more overhauled and brought to bay near Gaylesville. Their pursuers were in fact in no better case; so many of them had dropped out on the road that their commander had only some 500 with him to oppose to Streight's 1,600. But the latter were so exhausted that many of them could not be kept from falling asleep as they lay in line of battle; and Forrest, making the most of his scanty numbers, bluffed their commander into surrender. Between April 29th and May 3rd he had covered 150 miles of mountainous country over bad roads and, though little more than half of his command had been in at the death, had once more brilliantly foiled the whole Federal plan of campaign.

It was now the turn of the Confederates to assume the offensive, and in the operations which led to Chickamauga, the fiercest battle of the whole Civil War, and in the Confederate victory there, Forrest played a prominent part, which he considered received inadequate recognition from Bragg. He was then transferred at his own request to another area and given an independent command in Western Tennessee, where the remainder of his illustrious military career was spent, from November, 1863, to the close of the war. As the entire force at his disposal numbered at first less than 300 men, he boldly resolved to move forward and find recruits in the heart of the territory held by the enemy, between the lower Tennessee and the middle Mississippi; he actually increased his strength to 3,000 men before the Federals could concentrate against him and then, slipping skilfully southwards, doing all the damage he could en route, and beating off the attacks of his pursuers, he recrossed the State boundary into Mississippi and security. He was not long left unmolested, and had to deal with a mobile force under Sooy Smith moving south-east from Memphis to



A. B. Hornsby
Lieut. Genl.

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co-operate with an offensive by Sherman's army from Vicksburg towards Meridian. The Federal cavalry, after slowly forcing their way forward against ever stiffening resistance, were finally brought to a stand at West Point, some 85 miles north of Meridian where Sherman was anxiously awaiting them; thence they undertook a retreat which, under the incessant pressure and vigorous attacks of Forrest, became something perilously like a flight before they finally found shelter from his pursuit behind the Tallahatchie. Forrest seized the opportunity to invade West Tennessee once again; moving forward by way of Jackson he surprised and captured Paducah, feinted at Columbus, and then struck at Fort Pillows just north of Memphis, storming and taking it with severe casualties to the garrison. The event was magnified into a "massacre" by Northern partisanship, and Forrest's name to this day remains stained—quite unjustly, it would seem—by allegations of having refused quarter and ordered firing on men who had surrendered.

Following on this feat of arms Forrest returned southward into Mississippi, and there in June, 1863, encountered and defeated a force of 8,000 men under Sturgis in the most brilliant combat of his career at Brice's Cross Roads. The Federal column, advancing south-east from Memphis with orders to destroy Forrest and so secure the right and rear of Sherman's Army, now advancing south from Chattanooga on Atlanta, had all but reached the line of the Mobile and Ohio railway when Forrest, with less than 5,000 men under his hand, fell upon it, enveloped both its flanks, and completely routed it with a loss of practically a third of its effectives. The attempt was renewed once more in July, this time under the competent command of A. J. Smith; he penetrated as far south as Tupelo and was there compelled to turn and fight Forrest coming from the north; the latter's attacks were repulsed with heavy loss, but Smith, fearing to maintain his position so far forward in enemy territory, sacrificed the fruits of his tactical victory by a retreat to Memphis. His next attempt met with even less success; after he had driven Forrest as far south as Oxford, the latter with a picked force of cavalry rode round his right and arrived

outside Memphis—the Federal headquarters of the department—in the early dawn. He burst into the town, scattering the garrison, all but capturing three Generals in their beds, and eluding Smith's attempt to intercept him on the return journey, got back to his starting point unscathed.

The opportunity for a large scale raid against Sherman's communications had now arrived and was brilliantly seized. Forrest was permitted to send his command round by rail from Mississippi to Cherokee, whence he set out northwards in the last week in September with 4,500 men and 6 guns. Crossing the Tennessee he surprised the hostile garrison of Athens, drove it into its fort, and bluffed it into surrender, together with a detachment sent forward by rail from Decatur to its help. He then turned north up the Nashville railway; the blockhouses commanding the important trestle bridge at Sulphur Branch were taken and the bridge burnt, as were four others between that point and Pulaski, where a strong garrison compelled the raiders to bend round eastwards to Fayetteville. From this place parties were sent out to effect destructions on the Nashville-Chattanooga line about Tullahoma and south to the Memphis and Charleston railway between Huntsville and Decatur. Both these missions accomplished, Forrest swung north to Shelbyville and thence west by Lewisburg towards Columbia, south of which another series of railway bridges were burnt and the blockhouses defending them captured with their garrisons. Crossing the line at Mount Pleasant, he then went south to Lawrenceburg and so back to the Tennessee river at Florence; here he effected the return crossing just in time before his pursuers closed on him from all directions, and by October 6th was back at Cherokee. In the course of his raid he had placed *hors de combat* over 3,000 of the enemy—"an average," he says, "of one to each man of my force in the engagements,"—and had captured 800 horses, 7 guns, 2,000 small arms and much other booty. He had completely destroyed the railway between Decatur and Spring Hill, so that it would take months to repair, and though he had failed to effect serious damage to the more important line from Nashville by Chattanooga to Atlanta, he

had caused Sherman at the last-named place to despair of keeping intact his line of communications and resign himself to cut loose from them in his famous march into Georgia. While preparations for this were going forward, Forrest, who had returned to West Tennessee and had his headquarters at Jackson, struck yet another forcible blow at the Federal communications by the complete destruction of a large depot at Johnsonville on the Lower Tennessee, containing over £500,000 worth of supplies and stores.

This was the last of his triumphs. His division formed part of Hood's Army during the disastrous campaign of Nashville—at which fatal field, however, he was not present—and had the difficult and thankless task of covering the retreat of the defeated and demoralised Confederates back to the Tennessee.

The opening of the year 1865 saw him opposed, with lamentably insufficient forces, to a strong and admirably-equipped cavalry force under Wilson which at the end of March moved south from the Tennessee at Waterloo with Selma as its objective. Forrest, whose force consisted mainly of boys and old men “conscripted from the cradle and the grave,” was unable to withstand the onrush of this powerful column of raiders. A fleeting chance of victorious resistance before Selma was lost by the accident of his orders falling into enemy hands, and when the place fell he had considerable difficulty in cutting his way out with a remnant of his command, after having his twenty-ninth horse killed under him. In mid-April there came to him at Gainesville the news that the two main Confederate armies under Lee and Johnston had surrendered. He himself followed suit and took his farewell of his troops in an order in which he adjured them to divest themselves of “all feelings of animosity, hatred and revenge, and cultivate friendly feelings towards those with whom we have so long contested and heretofore so widely but honestly differed.” On this night the South Tennessee Cavalry, “gathering round their old bullet-torn flag, the gift of a young lady of Aberdeen, Mississippi, made from her bridal dress, cut it into fragments and each soldier carried

away with him a bit of the coveted treasure." In such a spirit did the South lay down its arms.

Forrest himself returned to his civil activities in Memphis, which he continued, though not with all his former success and prosperity, until his death. What precise part he played in politics is obscure; he was the first president of that mysterious organization the Ku Klux Klan, formed to rescue the South from the domination of negroes and carpet baggers, but stated before the Committee of Congress that he disapproved of and had advised against all measures of violence or retribution on the part of his compatriots. He died in October, 1877, at the early age of 56, and was buried in his beloved city, in a cemetery overlooking the banks of the Mississippi, his beloved river.

So much for Forrest's career. Now for a word or two about the man himself. More than six feet tall, dark, almost swarthy complexioned, bigly built and strong, with black hair and beard, yet with small hands and feet "like those of a woman," he was a strikingly handsome and soldierly figure, as his portrait attached to this article well shows. Grave and dignified, with a gentle voice and courteous manner, he could be roused only by the excitement of action from placidity to an anger, tempestuous and terrible, but short-lived. It is on record that on one occasion he shot down a fugitive trooper with his own hand and on another field was dissuaded from repeating the performance only by the timely appeal of one of his staff. The whole character of the man is well portrayed in an incident which occurred at Columbia after his successful pursuit of Streight. It will be remembered that in that operation two of his guns had temporarily fallen into Federal hands, and on his return he had refused to give further employment under his command to the young officer who had been in charge of them. The latter visited Forrest to appeal against this decision, and when he refused to receive it, in an access of homicidal rage, drew a pistol and shot him at close range, inflicting what appeared to be a mortal wound. Forrest, who was carrying a small pen-knife, at once seized his assailant's wrist, opened the knife with his teeth, and stabbed him in the abdomen. The young fellow

fled, and Forrest, calmly walking down the street to a doctor, and hearing that his wound was probably fatal, seized a pistol and followed, crying, "He has mortally wounded me and I intend to kill him before I die." His staff dissuaded him, saying that his adversary was clearly wounded to death, and at this news his rage evaporated at once. He ordered a stretcher to be brought and a doctor to be summoned, and then himself collapsed and had to be carried away to the house of a friend, where he made a speedy recovery. Two days later the young officer, now at the point of death, sent for Forrest and asked his forgiveness, saying that he was thankful for the sake of the country that he and not the General was to die; and Forrest, "weeping like a child," in turn asked and received pardon for the disastrous quarrel.

Forrest's high temper made him at times an uneasy subordinate to deal with. He had bitter words with Wheeler after the failure of the attempt to retake Fort Donelson and with Bragg after Chickamauga, and on another occasion he and Van Dorn came to a quarrel as suddenly aroused as it was appeased, when Forrest, having regained control of himself, held out a friendly hand with the words, "We have enough to do fighting the enemies of our country without fighting each other." It may have been this difficult disposition which for so long delayed the recognition of his military qualities by his superiors.

These qualities were of the highest order. Forrest, as might have been expected from the circumstances of his birth, was entirely devoid of any education in youth and never fully overcame this serious initial disadvantage. His spelling was always original, as specimens of his letters show; illiterate phrases and curious pronunciation punctured all his conversation; writing never came easy to him—"I never see a pen," he once said, "but what I think of a snake." But the disadvantages of this lack of education none realised better than himself; and he constantly strove by wide reading and constant study to repair it. The measure of his success may be gauged by a perusal of his final address to his army on its surrender, the

moving tone and dignified expression of which would have been a legitimate source of pride to any author.

In any case Forrest's natural genius for war could hardly have been increased, and might well have been marred, by any attempt to confine it within the bounds of accepted doctrine. His fiery courage was an inspiration to all who served under him: his was a true boast to his men that "I have never on the field of battle sent you where I would not go myself." Foremost in every charge, he was known to have accounted during the course of the war for thirty of the enemy in personal combat, while the number of horses killed under him proves how recklessly and incessantly he exposed himself under fire. But he had other qualities besides those of a stalwart trooper. His glance over a battlefield was sure, all-embracing, and cool, and showed him at once the weak point of a hostile front or the best line of attack; his shrewdness of judgment pointed out the best means of taking advantage of it; and his resolution and driving power enabled him to make his attacks sudden and irresistible. As he said himself of one of his victories, "I saw the enemy make a bad move and I rode right over him." Moreover, his resources in cunning were unrivalled; time and again by sheer craft, combined with bravado, he bluffed into surrender forces far stronger than his own; and his great prestige, alike with his own men and among the enemy, enabled him not only to gain a series of striking successes, but also to extricate himself from many a tight corner.

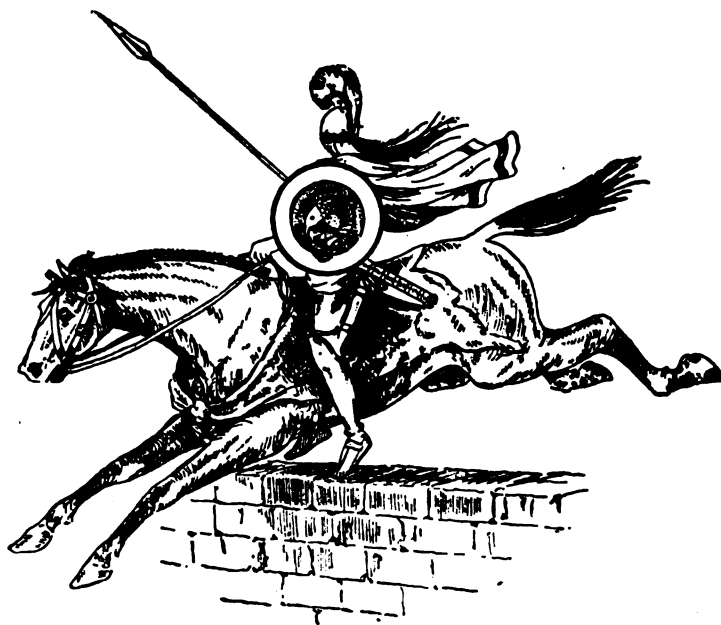
His power over his men was all but unlimited. He could urge them faster and longer in a raid or a pursuit, lead them further and more fiercely into the midst of foes, and hold them more firmly in a crisis than any other commander of the Civil War. His reputation in this respect had spread beyond the rank of the army so far that once, while he was conducting in person a somewhat hurried withdrawal just before Chickamauga, he was assailed with bitter invective by a fiery old lady, who, ignorant of his identity, cried after him, "If old Forrest were here he'd make you fight." His handling of his horsemen, whom he had trained to fight mounted and dismounted with

equal skill, was bold and aggressive; and he always attacked where possible, trusting to the reckless energy of his onslaught to compensate for deficiency in numbers or armament. His artillery was invariably used in close support of his mounted men, often unlimbering almost in line with them; and he realised to the full the moral value of sudden, unexpected attacks against an enemy flank and rear, which he strove to bring about whenever opportunity offered.

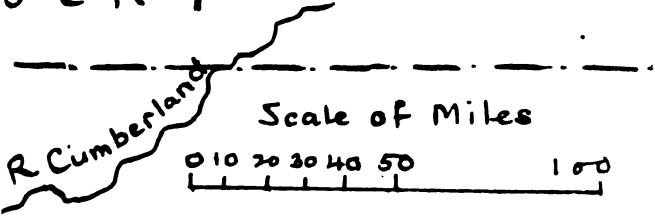
Personally he was an honest, kindly man, with a gift, despite his lack of education, of terse, homely speech which was the mark of a clear perception and a shrewd mind. When asked the secret of his unbroken success in every warlike enterprise he undertook, he replied that he knew but one—to “get there first with the most men.” After the war he explained to an inquisitive dinner partner that his hair had turned grey before his beard “because he used his brain more than his jaw.” In the course of one of his expeditions a Federal chaplain fell into the hands of Forrest; he was kindly treated and was released after twenty-four hours, the General remarking as he bade him good-bye, “I’d keep you here to preach to me, but the sinners on the other side need you so much more.” Devoted to his wife and to all children and animals, addicted neither to drinking or smoking, clean in conversation and in life, and deeply religious, despite his violent temper and language in moments of excitement, Forrest was alike good man and great soldier.

Lord Wolseley penned, and Mr. Wyeth his biographer (who himself served as a trooper under Forrest and wrote of what he knew), has quoted a high but not exaggerated appreciation of him:—“What Forrest lacked in book lore was to a large extent compensated by the soundness of his judgment upon all occasions, and by his power of thinking and reasoning with great rapidity under fire and in all circumstances of surrounding peril or of great mental and bodily fatigue. Panic found no resting-place in that calm brain of his, and no danger, no risk, appalled that dauntless spirit. It would be difficult to find in all history a more varied career than his, a man who from

the greatest poverty, without any learning and by sheer force of character alone became the great fighting leader of fighting men, a man in whom an extraordinary military instinct and sound common sense supplied to a large extent his unfortunate want of military education. He fought like a knight errant for the cause he believed to be that of justice and right and none who drew the sword for his country in that fratricidal struggle deserved better of her. A man with such a record needs no ancestry."



UCKY



CORRESPONDENCE

BOLARUM,

27th October, 1928.

TO THE EDITOR, CAVALRY JOURNAL,

SIR,—I wish to point out certain inaccuracies which occur in the last two numbers of the CAVALRY JOURNAL with regard to this Regiment.

In Volume XVIII, No. 69, of July, 1928, in an article on the Madras Cavalry, the author states on page 356, line 9, "The 27th is now the 7th Light Cavalry, while the old 28th is the new 16th Light Cavalry. Of these units the 7th Light Cavalry alone has been selected for immediate Indianization."

I would point out that the old 27th Light Cavalry is now the 16th Light Cavalry and not the 7th Light Cavalry, and that the old 28th is the new 7th Light Cavalry and not the 16th.

Further, that both the 27th Light Cavalry (present 16th Light Cavalry) and 28th Light Cavalry (present 7th Light Cavalry) have been selected for Indianization.

In Volume XVIII, No. 70, of October, 1928, in an article on Lance Dafadar Gobind Singh, V.C., the author, on page 567, line 30, states: "He (L. D. Gobind Singh) went back to his old Regiment the 28th (now 16th) Light Cavalry." The above should read: "His old Regiment the 28th (now 7th) Light Cavalry."

Yours, etc.,

J. S. MOWAT, LT.-COL.

Commandant, 7th Light Cavalry.

A LETTER has been received on the subject of "The Fourteenth in Fact and Fiction," published in the October number of the

CAVALRY JOURNAL. In it, it is pointed out that there is a survivor of pre-Mutiny days (see p. 609) in the person of Troop Sergeant-Major J. Stratford, whose service is as follows:

Joined 14th Light Dragoons 21st April, 1846.

Served at battles of Ramnuggar 1848, Goojerat 1848, Chillianwallah 1849, Persian Gulf 1857, Indian Mutiny 1857-58.

He is now in his 101st year and resides at Wolverhampton.

We have also been informed that the initials of Lieut.-Colonel Hamilton, who took the 14th Hussars to South Africa (see p. 613 of the above-mentioned article), were G. H. C., and not H. C. C.



EDITOR'S NOTES

ALLIANCE

His Majesty the King has been graciously pleased to approve the following alliance :—

The New Brunswick Dragoons, Non-Permanent Active Militia of Canada, to The Royal Scots Greys (2nd Dragoons).

"CAVALRY JOURNAL" COMMITTEE.

THE Annual Meeting of the "Cavalry Journal" Committee was held in the Council Room of the Royal United Service Institution, Whitehall, at 12 noon, on 21st November, 1928.

Present: Field-Marshal Viscount Allenby, G.C.B., G.C.M.G. (in the Chair); Lieut.-General Sir R. S. S. Baden-Powell, Bt., G.C.M.G., G.C.V.O., K.C.B.; General Sir G. de S. Barrow, G.C.B., K.C.M.G.; Major-General T. T. Pitman, C.B., C.M.G.; Major-General A. E. W. Harman, C.B., D.S.O.; Colonel R. J. P. Anderson, C.M.G., D.S.O.; Lieut.-Colonel Sir Arthur Leetham, K.C.V.O., C.M.G.; Lieut.-Colonel T. H. D. C. Whitmore, C.M.G., D.S.O., T.D.; Captain O. J. F. Fooks, 14/20th Hussars; Major E. L. Hughes, D.S.O., O.B.E.

1. The Statement of Accounts for the year was examined and passed. The surplus of assets over liabilities on 31st October, 1928, was £927 16s. 4d.
2. Messrs. Gale & Polden were appointed the new advertising agents.
3. The Committee expressed their thanks to Colonel R. J. P. Anderson, C.M.G., D.S.O., for having undertaken the duties of Sporting Editor for the last five years, and their great regret at his resignation.

4. A vote of thanks to the following voluntary contributors during the past year, who were not on the staff of the Journal, was proposed by Major-General T. T. Pitman, seconded by Captain O. J. F. Fooks and carried unanimously.

Gen. Sir William E. Peyton, K.C.B., K.C.V.O., D.S.O., Colonel 15/19th Hussars.

Lt.-Gen. Sir A. E. Macdonnell, K.C.B., C.M.G., D.S.O., R.N.W.M. Police.

Maj.-Gen. J. C. Dalton, Colonel Commandant, Royal Artillery.

Col. E. F. Norton, D.S.O., M.C., Royal Artillery.

Col. George Knowles, D.S.O., Poona Horse, I.A.

Col. J. G. Browne, C.M.G., C.B.E., D.S.O., 14th Hussars.

Col. G. C. Powles, C.M.G., D.S.O., N.Z. Staff Corps.

Col. G. E. Sanders, C.M.G., D.S.O., R.N.W.M. Police.

Lt.-Col. F. H. D. C. Whitmore, C.M.G., D.S.O., T.D., Essex Yeomanry.

Lt.-Col. R. Evans, M.C., Royal Horse Guards.

Lt.-Col. G. W. Hobson, 12th Lancers.

Major A. F. Becke, Royal Artillery.

Major D. E. Whitworth, M.C., 2nd Lancers, I.A.

Major H. A. B. Johnson, 8th K.E.O. Cavalry, I.A.

Major A. H. S. Wheatley, 18th K.E.O. Cavalry, I.A.

Major T. Preston, M.C., T.D., Yorkshire Hussars Yeomanry.

Major R. S. Timmis, D.S.O., Royal Canadian Dragoons.

Major H. G. Eady, M.C., Royal Engineers.

Major E. J. Shearer, M.C., 3rd Gurkha Rifles.

Capt. F. Thornton, 16/5th Lancers.

Capt. John Bury, 17/21st Lancers.

Capt. A. C. Wilkinson, Coldstream Guards.

Capt. R. H. Neale, Royal Corps Signals (Cavalry).

Capt. W. D. Morgan, D.S.O., M.C., Royal Artillery.

Capt. M. N. T. Gubbins, O.B.E., M.C., Royal Artillery.

Capt. E. W. Sheppard, O.B.E., M.C., Royal Tank Corps.

Capt. H. B. Ellis, 15th Lancers, I.A., Adjt., Bihar L. Horse.

Capt. W. J. Cowen, M.C., Fort Garry Horse.

Lieut. Count C. Cson. Bonde, 3rd Life Hussars, Swedish Army.

F. I. Pitman, Esq.

Editor, "Royal Artillery Journal."

Editor, "Veterinary Journal."

Editor, "Royal Canadian Defence Quarterly."

Editor, "Encyclopædia Britannica."

CAVALRY JOURNAL.

The undermentioned have become subscribers since the publication of the October number :

Lieut.-Colonel W. Stobart Whetherby, D.S.O., late 19th Royal Hussars.

Lieut. T. C. Hobbs, 3/6th Dragoon Guards.

Lieut. O. M. Bullivant, 3rd King's Own Hussars.

Lieut. Lord Ashley, Royal Wiltshire Yeomanry.

Lieut. Viscount Ridley, Northumberland Yeomanry.

Lieut. John O. Vandeleur, Irish Guards.

New Subscribers	...	...	...	...	6
"	"	Published in October	...	...	66
"	"	Total (1928)	...	...	72

MEMORIAL TO THE "OLD CONTEMPTIBLES"

On November 4th Lieutenant-General Sir William Pulteney, K.C.B., K.C.V.O., unveiled the Memorial erected at La Ferté-sous-Jouarre by the Imperial War Graves Commission to commemorate the operations of the British Expeditionary Force in August, September, and the early part of October, 1914, and to record the names of the officers and men who fell in those operations.

The Guard of Honour, numbering approximately 110 officers and men, under the command of Col. C. P. Heywood, C.M.G., D.S.O., Coldstream Guards, was representative of every regiment or corps that took part in the operations. Lt.-Col. F. W. Bullock-Marsham, D.S.O., M.C., 3/6th Dragoon Guards, represented the Cavalry; Lt.-Col. A. K. G. White, D.S.O., "M" Battery, the Artillery; and Captain G. R. R. Beaumont, 1st King's Own Regiment, the Infantry. The men comprised 19 soldiers representing Cavalry, 70 representing Infantry, 17 representing Corps other than Cavalry and Infantry, and 4 airmen nominated by the Air Council.

*Nominal Roll of Cavalry Representatives at the Memorial to
"Old Contemptibles."*

- Lt.-Col. Bullock-Marsham, F. W., D.S.O., M.C., 3/6th Dragoon Guards, representing the Cavalry.
- S.-C.-M. Linsdell, G., The Life Guards, representing 1st Life Guards.
- S.Q.C. Tombs, A., The Life Guards, representing 2nd Life Guards.
- C.-of-H. Davies, M. V., Royal Horse Guards.
- Sqn.-S.-M. Durham, R. I. W., The Queen's Bays.
- Farr.-S.-Sgt. Hall, S. J., 13/18th Hussars.
- R.-S.-M. Close, H. N., M.B.E., Royal Scots Greys.
- Sgt. Penrice, A. J., 11th Hussars.
- S.-S.-M. Grubb, C., 16/5th Lancers, representing 16th Lancers.
- S.-S.-M. Cookson, E., 16/5th Lancers, representing 5th Lancers.
- Sgt. Game, A. W., 3/6th Dragoon Guards, representing 6th Dragoon Guards.
- L/Cpl. Taysom, T., 3/6th Dragoon Guards, representing 4th Dragoon Guards.
- Sgt. Barrett, G., 7th Hussars, representing 5th Dragoon Guards.
- Cpl. Malin, S., 7th Hussars, representing 3rd Hussars.
- L/Sgt. Bowstead, J. C., D.C.M., M.M., R.A.O.C., representing 4th Hussars.
- Pte. Webb, A. E., R.A.V.C., representing 9th Lancers.
- Sgt. Sherwood, G., 2nd Bn. The Loyal Regt., representing 12th Lancers.
- Tpr. Grinwood, A., 14/20th Hussars, representing 15th Hussars.
- Sgt. Rush, C., 7th Hussars, representing 19th Hussars.
- Sgt. Loxam, J., 14/20th Hussars, representing 20th Hussars.

THE VALUE OF INDIVIDUAL DISCIPLINE

Lieut.-General Sir R. S. S. Baden-Powell, Bt., G.C.M.G., G.C.V.O., K.C.B., has forwarded the following letter, which was written by the Hon. Roland Philipps, who was an enthusiastic Scoutmaster, and who was killed shortly afterwards. The letter gives such a useful summary of the value of individual discipline as a preparation for collective discipline that it may be of interest to CAVALRY JOURNAL readers :

22nd March, 1916.

DEAR CHIEF,

This is really, I think, the last of the series !

You wrote in either the January or February "Gazette" some notes on the subject of *individual* as opposed to *collective* discipline, which must have been of the greatest interest to all the officers in the Movement, and to many outside it.

Ever since reading those notes I have wanted to tell you of two small facts of my own practical experience that go towards endorsing your point—that whereas individual discipline is the finest preparation for collective discipline, collective discipline cannot at all be accepted as laying the proper foundation for the self-discipline of the individual.

My two little points are these :

- (1) My Company left England last May with 20 to 25 Lance-Corporals. These men had appeared, during our final polish up at Aldershot, to be *the only men for the job*. We were doing parade ground drill and drill attacks, daily. The Lance-Corporals were chosen as apparently being the smartest and best disciplined men in the Company.

Then we came out and for six months encountered "the real thing." At the end of that time every one of those Lance-Corporals who had remained with us (I mean not been lost as casualties) were "broken," that is to say, deprived of their stripes for being unsuitable. Unsuitability was shown in want of initiative, endurance, leadership, self-resource—or in other words, character. The parade ground stars shone with the wrong kind of light. A new type of man was wanted. And so it came about that, on active service, men at once came to the fore who in England would have for ever been passed over. And these men very quickly rose to be senior N.C.O's., and are chaps who are doing a great deal to help in the winning of the war to-day.

The lesson seems to be that collective discipline fails to develop the individual, and as a result fails to bring forward the right kind of leader. It produces the drill-sergeant type as opposed to the imaginative Scoutmaster.

- (2) After nine months' training in drill in England, the drill of the New Armies was still not nearly all that it might have been. We were told that it was because "in order to drill efficiently men requires years of doing nothing else." Then we came out to France and for six months in the trenches left drill almost alone. We were no longer in the mass. We cooked our own dinners, made our own shelters, sought our own cover, and relied upon our own resource and initiative. We were under the discipline of the individual—the discipline of self.

At the end of six months we found ourselves in "Army Corps Reserve," and almost to our dismay were told that in six days' time we were to be inspected by General Joffre. "Drill requires years on the parade ground," they said. "So how," we cried, "can we do it in the way it should be done, to show respect to

one of the world's greatest Generals—how, after six months of fighting in the trenches? "

But, when we started to renew acquaintance with parade ground movements, we found our drill more perfect than it had ever been before. Every man had learnt to *try for himself*. And when Sir Douglas Haig complimented the brigade on some of the smartest arm drill he had ever seen, we learnt the lesson that, where individual discipline is the foundation, there will be no difficulty in producing the final veneer (called collective discipline) when the individuals meet in mass.

These are only two quite small points, Chief, but they seem to me to bear out so exactly the truth of what you have always said.

Yours very loyally,

(Signed) ROLAND E. PHILIPPS,

Captain, 9th R.F.

P.S.—None of these letters of mine require any acknowledgment, so please do not bother to reply to them.

I am still in hospital, as the gash in my back was a bit deeper than at first they thought, but I am very happy and cheery. It is nothing to speak of, and I am getting on fine. I shall soon be back with my battalion, and in the meantime I have the special happiness of being able to write to a larger number of my boys at home.

(Signed) ROLAND PHILIPPS.

OVERSEAS LEAGUE.

We have been asked by the Overseas League to publish the following letter :

Copy of letter received from a Colonel who recently went out to British Columbia under the auspices of the Overseas League Migration Bureau. All officers interested may obtain full information regarding the prospects Overseas by communicating with this Bureau at 4, Park Place, St. James's Street, London, S.W.1.

I thought you might like to hear my impressions of this country after my first month out here.

You may remember that when you first suggested emigration I said the one country I "barred" was Canada! But this part of British Columbia is much more like the United Kingdom than Canada. The scenery strongly resembles that of the West Coast of Scotland, though on a much larger scale. Round here almost everyone is a settler—not born out here—and with similar ideas and feeling to people at home.

Especially in this neighbourhood a large number are ex-public school men and very anxious to get similar neighbours, and keen to help one to do the best for oneself; show one what places are for sale; advise on suitability and value and see that one gets a good knowledge of the various localities, their advantages, etc., before finally deciding on a place.

The trouble seems to be that people rush to the Real Estate Agents in the big towns and on the coast, who have their own interests to study and

are anxious to get their properties sold without delay. Here I am advised to wait, say six months or so, before I settle on a place, and meantime to see all available places and have their advantage and disadvantages pointed out to me by people, acting for your Committee, who know them and who are anxious to see settlers placed to the best advantage.

I am very glad I came here. It is a place where people with a very moderate income and fond of country life may live in peace on their own small property, and find interest in fishing or boating, a little shooting, a small amount of farming, fruit-growing, etc., and the general upkeep and improvement of their places. I said a "small" amount of farming, etc., as in my own case I propose to start with a small cherry orchard, poultry, and probably a pair of martens, and later on as I learn more about fur-farming, I may embark on fox-farming on a larger scale.

Fresh settlers after the war went to Vancouver and other places more generally boomed. Consequently, there are many good properties round here waiting for fresh owners at very moderate prices and, to my mind, now is the time for the right kind of people to come out and work up ranches (rather a misnomer, as the usual ranch here consists of 5-20 acres of cleared and planted land with say 30-70 acres of hill and timber land), before the new road opens up the country and puts up land values. Houses are all of wood and can be very easily altered, enlarged or adapted.

At present motors are used by a few, the smaller American cars being more suitable for the narrow and sometimes difficult existing roads. To my mind a launch or boat with an outboard engine appears of more general use, though when the new road comes along motors of all kinds will be more useful and desirable.

Everybody knows everybody else here and there is a general feeling of peace and good-will. The air is beautifully fresh and exhilarating and at present we are having bright clear sunny days, with a little frost at night, far preferable to the English climate this time of the year. Everything seems clean, there is very little dust to make things dirty. Very primitive clothing only is necessary. I feel very overdressed in pl' fours, flannel shirt and tie! The oldest clothes, overalls and open shirts are fashionable, and I am informed I shall fall into this custom before long.

My wife tells me that butter, eggs and milk are very plentiful and if anything, a little cheaper than in England. The milk is the best she has ever bought. Sea-fish, in spite of the journey from the coast, is cheaper than in England. Meat is brought round locally once a week and is cheaper than in England. Flour and groceries are a little dearer, one bakes one's own bread, though the local vendor of meat can supply bread once a week also. We have been so generously presented with fruit and vegetables, that we have had to purchase very little and that little ridiculously cheaply.

I must say, I consider this is an ideal place for ex-officers with country tastes to settle and only wish I had come out here several years ago, instead of first trying my hand at farming in England.

REGIMENTAL ITEMS OF INTEREST**9TH QUEEN'S ROYAL LANCERS**

Period—1st April to 31st October, 1928.

Trimulgherry

TROOP SHIELD.—The following are the points awarded for the Troop Shield :

1st.	" C " 4	..	..	..	..	..	144½
2nd.	M.G. 1	..	..	..	..	..	138½
3rd.	M.G. 2	..	..	..	..	..	135½

SQUADRON SHIELD.—The following are the points awarded for the Squadron Shield :

1st.	" A " Squadron	..	..	..	..	164½
2nd.	" H.Q." Squadron	..	..	..	..	146½
3rd.	" C " Squadron	..	..	..	..	95
4th.	" B " Squadron	..	..	..	..	71

ARMY RIFLE ASSOCIATION, 1927.—

18th Hussars Cup, Series (c) India.—Winners : 9th Q.R. Lancers.

M.G. Cup, Series (b) Abroad.—7th : 9th Q.R. Lancers.

Eastern Command Cup, Series (b) Abroad.—2nd : 9th Q.R. Lancers
(Sergeant Gable and Sergeant Wariner).REGIMENTAL CROSS RUN (approximately 5 miles).—*Result :**Individuals :*

1st.	Bandsman King.
2nd.	L/Cpl. Grandy.
3rd.	L/Cpl. Beenham.

Squadrons :

1st.	" A " Squadron	..	..	..	73 points.
2nd.	" H.Q." Squadron	..	..	..	131 points.
3rd.	" C " Squadron	..	..	..	161 points.

BOXING—" PETO CUP."—Winners : " C " Squadron.

Individuals :

Flyweight.—Tptr. Granger.	Bantam Weight.—Tpr. Wright.
Feather Weight.—Tpr. Wilson.	Light Weight.—L/Cpl. Lilley.
Welter Weight.—Tpr. Bacon.	Middle Weight.—Tpr. Smythe.
Light Heavies.—L/Cpl. Cudbertson	Heavy Weight.—Sgt. Collins.

INTER-UNIT CRICKET CUP.—Winners : 9th Q.R. Lancers.

HOME AND DOMINION MAGAZINES

“Royal Military College Magazine and Record.” Michaelmas, 1928.

This excellent magazine continues to maintain its high standard both as regards quality and production. The articles of outside interest are less numerous than in the preceding issue, but after all a volume such as this is intended primarily for domestic consumption and for such a purpose it seems admirably adequate. A pleasing feature is the number of articles contributed by Gentlemen Cadets ; their authors, if not unnaturally preoccupied with some not impossible “she” in some of her more impossible phases, wield fluent and blandishing pens, which it is a pity to envisage as condemned in the near future to the arid and humourless task of official letter writing.

“Journal of the Society of Army Historical Research.” October, 1928.

Apart from the usual Notes, Questions and Replies which form a regular feature of this valuable periodical, there is an interesting account of the saving of the colours of the 55th Foot at Bergen-op-Zoom in March, 1814, contained in a letter from Ensign Goodall, one of the officers concerned in that gallant exploit, whom the addressee in a rather mixed metaphor describes as “a trump of the first water.” There is a description and illustration of the colours of the Buffs in 1751 and a transcription of the printed Articles of War of 1544, both by Colonel J. H. Leslie, while an interesting article by General Sir G. MacMunn gives full details of the dress of the Bengal Army at the time of the Third Mahratta War in 1817—a dress which was, besides being picturesque, in many respects by no means as unpractical as is usually supposed. A short

account of the volunteer corps raised at Frampton Court, Gloucestershire, during the war against Revolutionary France, and a first extract from an Army List of 1740, make up a number in which every student of regimental or army history will find something of interest or instruction.

“Journal of the Royal United Service Institution of India.”
July, 1928.

Probably the most interesting item on a varied and extensive bill of fare in this number is the lecture by Captain Knight on the early days of the Experimental Armoured Force in 1927. He lays stress on the great difficulties resulting from the heterogeneous composition of the force, the lack of technical training in its various units and the differing capacity of the vehicles with which it was equipped. He considers that the necessity of some infantry with the force is established, and that its powers of mobility have been exaggerated (a rate of 15 m.p.h. he considers a maximum and 10 m.p.h. is a fair average); and he lays stress on the vital importance of the rôle of the force commander and of the individual soldier, if such a force is to play the preponderating part expected of it in future warfare. There is much other food for thought in this interesting paper which should be widely read. A long account with a very full equipment of maps is given of the operations of the 11th Cavalry Brigade in Iraq in October and November, 1918, by General Cassels, who then commanded the brigade; it is a matter of common knowledge that in this brilliant little campaign which ended in the capitulation of the whole Turkish field army, the cavalry played a decisive part. A brief sketch of the scope and aims of vocational training at home should be of interest now that a certain number of soldiers are being sent home every year from India to enjoy the benefits of such training. Other articles include such subjects as the history of the various Himalayan expeditions in the past hundred years, an unsuccessful attempt by a number of British officer prisoners-of-war to escape from the citadel of Mainz, air matters affecting India, common faults in order writing, and the effect

on infantry tactics of the new organization of a machine gun company ; the usual editorial notes and book reviews complete the number.

“ Canadian Defence Quarterly,” October, 1928.

Among a number of articles concerned mainly with Canadian military affairs there are interspersed in this periodical several others of more general interest to readers outside the Dominion. Lieutenant-General Sir A. Macdonnell continues his full-length account of the doings of the 1st Canadian Division, of which he was at that time the commander, at the storming of the Drocourt-Quéant Line at the beginning of September, 1918, interspersing his history of the operations with extracts drawn from his diary embodying his personal experiences. Two articles on gas warfare, the one a précis of part of the most recent German book on the subject, the other a plea for chemical warfare training, show that this important subject is receiving full attention in Canadian military circles. An interesting plea is put in for the adoption of the tumpline, or headstrap, a device much used in Canada for the carrying of loads ; it is claimed that the task of infantry carrying parties would thereby become far less onerous, and a considerable saving of man-power and fatigue would result. Armistices in history, the autogiro, the world supply of fuel, and the question of offensive naval operations against a hostile coast under modern conditions, form the subjects of other articles, and historical matters, such as the Siege of Quebec by the Americans at the opening of the War of Independence, and the action of the Fort Garry Horse at the battle of Cambrai in 1917, find their place in an admirable number of an always valuable and brightly written periodical.

E. W. S.

“ The Fighting Forces.” October, 1928.

To readers of the “ Cavalry Journal,” perhaps the most interesting part of this volume will be found in the Editorial, where a correspondent from India triumphantly champions cavalry against armoured cars for internal security. As he

points out, armoured cars can only obtain their effect by firing, which is often exactly what agitators want, and also that, in many areas of towns and country, armoured cars cannot move at all.

Victor Germain, the author of the "Mechanization of War," fights another verbal round with Colonel Fuller in "Science and War: some comments," in which he sets out to prove that there can be no definite science of war; while another duel is started between the Tank Corps and Colonel Sir Hereward Wake on the subject of infantry and mechanization. How hard worked that poor word "mechanization" is really becoming!

There are further articles, amongst others, on Air Warfare, the Aircraft of the Shanghai Defence Force, Shooting, and a couple of good short stories.

"The Journal of the Royal Artillery." October, 1928.

The main feature of this edition is a lengthy article by Colonel Fuller on "Economics and Modern Warfare," where he proves from history that the origin of war lies in international economic competition. Neither the present nor the future prospects seem to appear very rosy to the author, but he is rather expected always to make our flesh creep!

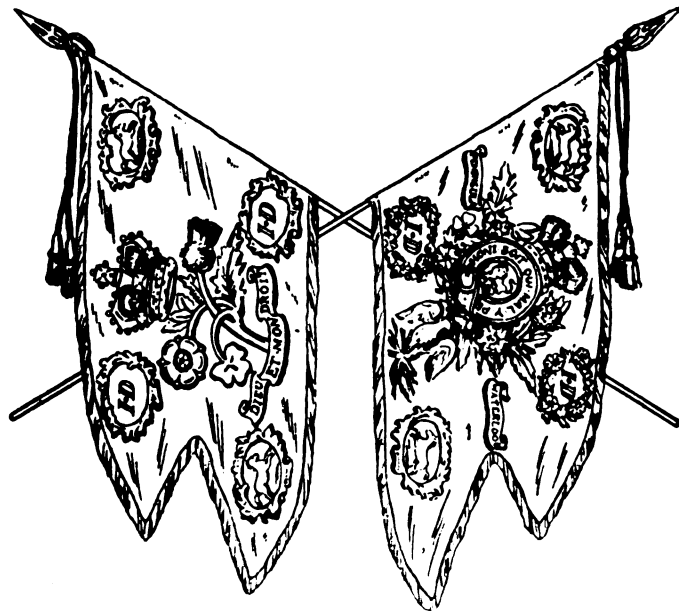
General Ironside has contributed a very interesting analysis of the German offensive in March, 1918, showing how Ludendorff finally decided on the sector of battle, and the opposition he met from various Army and other commanders; while administrative matters receive their due in articles on the "Despatch of an Expeditionary Force" and "Military Administration for the Palestine Campaign." There is a well illustrated translation of a French memorandum on the co-operation of infantry and tanks, and a very interesting account of the part played by the Gunners in the battle of Maiwand.

Altogether, a very excellent number.

H. G. E.

The Editor acknowledges with thanks the receipt of the following :

<i>The Journal of the Royal Artillery</i>	..	Oct. 1928.
<i>The Royal Tank Corps Journal</i>	.. ..	Oct., Nov. and Dec., 1928.
<i>The Wasp</i>	.. .. .	Sept. 1928.
<i>The Ypres Times</i>	.. .. .	Oct. 1928.
<i>On the March</i>	.. .. .	Oct. and Nov. 1928.
<i>Journal of the Royal Army Medical Corps</i>		Oct. and Nov. 1928.
<i>Canadian Military Gazette</i>	.. ..	Nos. 16, 17, 18, 19, 20, 21.
<i>The Fighting Forces</i>	.. .. .	Oct. 1928.
<i>Journal of the Indian Army Service Corps</i>		Aug., Sept. and Oct. 1928.
<i>The White Lancer and The Vedette</i>	..	Nov. 1928.
<i>The Eagle (The Journal of the Royal Dragoons)</i>	.. .. .	Oct. 1928.
<i>Journal of the United Service Institution of India</i>	.. .. .	July 1928.
<i>The Yorkshire Hussars Magazine</i>	..	Oct. 1928.
<i>The Veterinary Journal</i>	.. .. .	Aug. 1928.
<i>The Faugh-a-Ballagh</i>	.. .. .	Oct. 1928.
<i>The Strathconian</i>	.. .. .	Oct. 1928.



FOREIGN MAGAZINES

The "Militär Wochenblatt" seems, in some of its later issues, to have seriously set itself to combat the statements so often heard, and too often unquestioningly accepted, that the days of the employment of cavalry are past. In the number of the 18th July last, there is a very well-argued paper on this subject; it is freely admitted that the vast improvement lately effected in methods of mechanized warfare has effected many changes in our views, that mechanically-propelled vehicles have become an arm of themselves, an aid of vast importance to the infantry, and have actually usurped certain of the functions of cavalry; but it is very powerfully pointed out that the mechanically-propelled vehicle, however speedy and self-contained it may be, has and must have its limitations, and that its movements must be restricted, if not merely to the roads, at least to country tolerably easily traversable. So far, then, from cavalry being pushed from its place by the new mechanized arm, there is actually a greater need than ever for the mounted man, a gap which he only can fill, and his value will be found in war in covering difficult or highly enclosed ground where the mechanized force cannot act; only, to enable him effectively to do this, his training must be carried out on a higher plane than ever before, the weight to be carried by man and horse must be greatly reduced, and the charger must be reared and trained on the lines of the hunter.

In the issues of this journal for the 11th August and 11th September will be found two very readable and useful papers on the co-operation of the Cavalry and the Air Force. In a later number a writer pleads for an increase in the war strength of each cavalry regiment, contending that modern war has

shown that the regiment provides so many patrols and reconnoitring parties, suffers on occasion such serious losses in men and horses, that all too frequently when the time comes for serious action the commander has a wholly insufficient force at his immediate and personal disposal.

The "Militär Wochenblatt" of the 25th October contains an account of the opening of an extension of the Cavalry School in Hanover, and gives in full the speech made on the occasion by Dr. Groener, Minister of State. Having himself served in his day in the infantry, he may hardly perhaps be regarded as unduly prejudiced in favour of the mounted arm; he stated that the latest manœuvres had made it clear that the day of cavalry was *not* over, and that despite the development of the motor, the horse and his rider were still to be reckoned with in modern military development.

It is interesting to note that another writer in this journal, advocating the improvement needed in the activity, carrying power and durability of the cavalry mount of the future, expresses the opinion that the English hunter bred in England is the type of horse required, and that in this respect England has a distinct advantage over other countries seeking an improved cavalry mount.

In the November number of the "Schweizerische Monatshefte," Lieut.-Colonel Boelcke brings to a close his criticism of the great German Army Manœuvres of this year—1928. He ends on a note with regard to movement and mobility which may be heard, or read, in many German military publications of the present day. He divides the mobility of quick-moving troops under two heads—"Geländegängig" and "Strassengängig," which may be translated, an arm which can move across and manœuvre over any description of country, and an arm the action of which is more or less confined to roads. This very clear-cut distinction is everywhere pressed in modern German military literature.

In the November-December issue of the "Militärwissenschaftliche Mitteilungen," there is an account, by Lieut.-General Teodorski, of the final operations of the war in Italy carried

out by the 12th Austrian Mounted Schützen Division. This Division was formed in June, 1917, out of various collected squadrons of divisional cavalry, and during the latter half of that year operated about Lemberg; but early in the year following it was moved down to the Italian theatre of war, and in June, 1918, it found itself on the Piave opposite Montello. As a contribution to a knowledge of the final operations of the war in the Italian theatre, this account is of distinct value; the Division appears to have been well handled and to have fought stoutly, while it seems also to have escaped sharing in the general Austrian *débacle*, being, so the writer assures us, the only organization of any importance which regained the Austro-Hungarian frontier without having laid down its arms.

Squadron-Commander Keime, in the July-August and September-October number of the "Revue de Cavalerie," gives a valuable account of the German cavalry of to-day. He points out that under the terms of the Treaty of Versailles the Germans were permitted to maintain an altogether disproportionate force of cavalry—actually a total of 97 squadrons containing 17,000 men, or rather more than one-sixth of the whole of the *post-bellum* Germany Army. The writer, in opening his account, makes a useful point in reminding us that when we speak of the German *Truppenkavallerie* and *Heereskavallerie*, while the former may be correctly translated as Divisional Cavalry, to call the latter "Cavalerie d'Armée," as the French do, or "Army Cavalry," as we usually translate it, conveys an entirely wrong impression, since it seems to suggest a body of mounted troops affiliated to and under the control of some one single army, whereas *Heereskavallerie* is the *sum* of the cavalry of the armies operating in one and the same theatre of war. The principle of the movement and employment of cavalry in mass is steadily kept in view in German military doctrine. The second portion of M. Keime's paper contains some very useful, if in a measure disturbing, matter, as indicating the view of our late opponents on the employment of German cavalry in the next war, and the writer puts and answers two questions:—

1. How many cavalry units will Germany be able to put in the field?
2. In the case of a war on two fronts, how will these units be distributed?

He meets the objection usually put forward that cavalry cannot be improvised on the outbreak of war by explaining the work done in Germany by the many *Reitervereine*, which are training men and horses quietly but systematically for cavalry work in war; further, Germany to-day possesses actually more remounts than she did in 1914, when she was able to mount 750 squadrons. In a war on two fronts, the eastern would be defended by infantry alone, and the whole of the German cavalry force would be employed on the western front.

In these two numbers of the *Revue de Cavalerie*, Captain Moslard continues and concludes his account of the operations of the 1st Polish Cavalry Division against the Bolshevik forces, and, while admitting that the Polish Division when first employed against Badienny was badly organized, ill-trained, and made up of a variety of different elements, it did, none the less, he maintains, succeed in obtaining some really remarkable successes, which can only, so the writer insists, be attributable to the moral superiority which this division early secured over its opponents and succeeded in maintaining to the very last.



RECENT PUBLICATIONS.

PART I.—MILITARY.

"Hodson's Horse, 1857-1922." By Major F. G. Cardew, O.B.E., late 10th Duke of Cambridge's Own Lancers (Hodson's Horse). (Blackwood.) 21s. i

Most of our cavalry regiments owe their origin to some national crisis, and the Indian Mutiny produced some of the finest units now in the Indian Army.

As in every other campaign before and after, it was very soon realised that an increase of mounted troops was essential and several bold young officers were deputed to raise regiments of irregular cavalry. Amongst these was Lieut. W. S. R. Hodson.

In the early days of British cavalry, regiments were known by the name of the leader who raised them, but in later years, as one colonel succeeded another, the names of the original leaders were forgotten. This was not the case in India where a name is never forgotten, and the name of Hodson means a very great deal not only to the regiment which still bears it, but to every Indian cavalry soldier. It is safe to say that Hodson's Horse of to-day would sooner give up anything than the name of the distinguished leader who raised them.

Hodson was ordered to raise a body of irregular horse, the numbers were unlimited, 2,000 if he could get them, and he raised them from those very Sikhs who had been but recently such a formidable enemy in the wars of the Punjaub. History was to repeat itself in the great war when our late enemies the Boers sent such a fine contingent to our assistance.

Recruits for the new regiment came in at such a pace that it was very soon necessary to form a second regiment, and before the mutiny was over, a third was added to the same corps. The

uniform was khaki, which many years later was to become the universal colour for the whole British Army, while red pugarees and kummerbands gave the necessary air of distinction.

Amongst the subalterns who served under Hodson during the mutiny were the brothers Gough, and a portrait of one of them (who afterwards became Sir Charles Gough) is the living image of his son, Sir Hubert Gough, now so well known to the present generation of cavalry officers.

The stirring episodes of Hodson's Horse during the mutiny, up to the death of their gallant leader, in themselves make the book worth reading, but this is only the beginning of the work as after the mutiny the 1st and 2nd regiments became the 9th and 10th Bengal Lancers respectively, who after 60 years of adventurous campaigns, though seldom together, have now been united in one regiment.

The stories of the 9th and 10th are told separately. Both regiments have had distinguished careers, one or other having served in nearly every campaign in which the British army have been engaged since the mutiny days. They have served side by side with the regular cavalry. The Queen's Bays, 5th Lancers, 8th Hussars, 9th Lancers, 15th and 20th Hussars, besides others, will find accounts of episodes in which their regiments fought with Hodson's Horse.

Major Cardew is to be congratulated in having compiled a regimental history which should be of interest to any military reader and not merely for the benefit of members of his own regiment.

The story of Hodson's Horse should be read by every cavalry officer.

T. T. P.

"Official History.—Military Operations, 1915. Vol. IV. 12s. 6d.

The fourth volume of the official history brings the story up to the end of 1915, and deals chiefly with three battles—Aubers Ridge, 9th May; Festubert, 15th to 27th May; and Loos, 25th September to 14th October.

The story, frankly and clearly told, with most pertinent comments, is a depressing one, as it is one of lessons being slowly and bitterly learned. The training of new formations and the supply of munitions were both inadequate for the tasks, which were usually undertaken at the request of the French, who believed they were at the height of their strength and who hoped to clear France of the enemy within the year. The Aubers Ridge battle was fought to assist the French attack on Vimy Ridge; and its tactics were based on the lessons learned at Neuve Chapelle—i.e. a short intensive bombardment, giving the assaulting infantry the advantage of surprise. But the Germans had also learned a lesson from Neuve Chapelle, and their defences had been so improved that the bombardment was ineffective. No ground was gained at the cost of some 11,000 casualties.

At Festubert French ideas were adopted—a slow and limited advance after deliberate bombardment—the tactics of all future battles up to Cambrai. Though there was little real success, the higher command was convinced that they were on the right lines and the same tactical idea was made the basis of the battle of Loos, which was to form a part of the extravagantly optimistic schemes of General Joffre.

The Loos story is a tragic one. The New Army was not really ready; the front to be attacked was too wide; guns and ammunition inadequate, and ground unsuitable. To overcome the difficulties reliance was to be placed on the use of gas, and then the wind failed, and gas became more a handicap than a help.

After describing most graphically the intricate and involved fighting in this battle, General Edmonds clearly points the true moral: that staff work is the key to success, and that while troops may be trained to fight efficiently in a short time, a staff takes years to build up.

The best compliment we can pay to the authors of this volume is to say that it is more than worthy to accompany those already issued.

"The Campaign in Gallipoli." Hans Kannengiesser. (Hutchinson.) 21s.

Hans Kannengiesser was a Prussian Major-General, a member of the German Military Mission in Turkey, and in charge of a department of the Turkish War Office when war broke out. He was in Gallipoli from the very beginning of operations and was there at the time of the evacuation. He presents an extremely interesting picture of the whole operations, but one which makes depressing reading. He emphasizes how near we were to victory, and he is full of admiration of the leaders of the British forces. Success, he considers, was in our hands—"During the whole of the 8th August the Goddess of Victory held the door to success wide open for Stopford but he would not enter."

There are shocks in the book, however, for some possible readers! The terrific fleet bombardment which began the operations, he says, was quite ineffective—the damage was easily repairable and the whole losses not 150 men. Perhaps, however, the main interest lies in comparing this account with that of Mr. Winston Churchill in the "World Crisis." General Kannengiesser lays practically the whole blame for our failure on London. Among the causes for that failure, he pertinently places the many-headed War Council in London. "The leadership of war cannot be entrusted to a limited liability company."

A thoroughly interesting volume, which should be read by everyone wishing to get the true history of that extraordinary campaign.

"An Outline History of the Great War." By G. V. Carey and H. S. Scott. (Cambridge University Press.) 6s.

This is a very excellent book. The authors set out to produce a brief general history of all theatres of the last war, believing, as they say in the preface, that "some knowledge of the war is of importance to the men and women of to-morrow," and being disturbed at discovering that "the youth of to-day is often ignorant of the very names of the chief battles of the war."

In some 250 pages is set out chronologically the whole Naval, Military, and Air history on all fronts, in simple and clear language, without technical details. A remarkable bird's eye view of the operations is the result, and the book is to be strongly recommended to anyone who still may take a slight interest in that world upheaval.

Perhaps the most valuable part of the book from the point of view of enlightening the next generation is the bibliography. At the end of every chapter the authors give a list of books to be read on the events just discussed. These range from technical histories to novels and amusing articles which are more likely than anything to recreate the true atmosphere of the period.

"Wellington." By Oliver Brett. (Heinemann.) 15s.

This is not primarily a military work; it is an attempt to give the portrait of the man himself—a character study.

Though an interesting book, it seems to fail in its object. The author has had to cover so much ground in a short space of time that only a very sketchy picture of the man himself appears. A brief military historical outline is insufficient as a basis to explain Wellington's character as a soldier, and the same criticism applies to Wellington as a statesman. The subject is too vast to be treated on the lines adopted by the author.

At the same time, the book has much of interest for the soldier, particularly in realizing that it was Wellington's military habit of facing facts, his powers of deduction, and quick decision, and his hate of humbug and show—all the attributes which made him successful in the Peninsular—which gave him success as a politician and a statesman.

This is a book which should be read by any student of Wellington's life and times.

"Britain and the War." By General Huguet. (Cassell.) 15s.

Personal recollections of events, coupled to quotations from other people's reminiscences taken out of their context, make

perverted history. It is a great pity that General Huguet, who, as French Liaison Officer to Sir John French, had much of interest to relate, could not keep clear of personal bias. His picture of the British Commander "with his childish mentality. . . . sour, impetuous, with congested face, sullen and ill-tempered in expression," is just a peevish exaggeration. His picture of Joffre is little more flattering, except when he wishes to use him as the stick with which to beat French. He does emphasize throughout, however, the magnificent fighting qualities of the British soldier, whilst he is belittling their higher leadership. He brings out one big lesson—the impossibility of dual control in war, especially when the armies concerned have been trained on different doctrines, and when the doctrine of the main partner has proved completely false.

General Huguet gives an outline of his version of the operations up till the time of Sir John French's departure, and ends with a post-war epilogue in which he seems to attribute most of France's post-war troubles to Great Britain.

H. G. E.

"The Murmansk Venture." By Major-General Sir C. Maynard. (Hodder and Stoughton.) 20s. net.

General Maynard's book gives a most interesting account of his side of the operations of the British Forces in North Russia in 1918 and 1919.

There are few people who really understand either what the objects of this expedition were or what they actually achieved. The several objects are very clearly explained in this book. The chief of these were the creation of a new Russian front against the Germans to check the flow of reinforcements to the Western Front at a critical time for the Allies, and to deny to Germany the use of the port of Murmansk as a Submarine Base. It was a bold strategic measure demanded by the military situation.

Although the author says that he is not writing for the military student, the book ought to be of great value to him, not as a military history but rather from a wider point of view. It will serve to remind the reader how diverse and utterly

complexing may be the problems with which a soldier finds himself confronted.

Preparedness for small wars is probably our chief concern to-day. Administration is perhaps the biggest problem that confronts the Commander in these wars. The Murmansk Venture was no exception. General Maynard might with advantage have given far greater details of these problems. The means of supply of the mobile columns which set out from Kem and Kanda Laksha in August, 1919, had to be improvised on the spot; they were very precarious but they worked.

"By a fine feat of organization and endurance 2,000 of Maynard's men were transferred in sleighs across the snows from the Murmansk to the Archangel Front." (General Maurice in "The Life of Lord Rawlinson.")

There are many who think that intervention in Russia was the cause of our subsequent embroilment with Bolshevik Russia. The author maintains that this was not the case. To quote his words, "Moscow raised no objections to our action, but even sanctioned the landing of Allied troops for the defence of Murmansk."

He goes on to make clear the necessity for continuing operations there after the overthrow of Germany and despite the rupture with the Bolsheviks. Withdrawal immediately after the Armistice was impossible owing to climatic conditions. It was further incumbent on the Allies to remain at the side of the Northern Loyalist Russians, who had stood by them in the hour of need, until they had a reasonable prospect of so strengthening their position that they would be able ultimately to hold their own.

General Maynard's final operations did leave the Russian Commander in as favourable a position for future defence as could have been planned, but the final parting must have been a sad one for the British Commander leaving, as he did, with almost certain knowledge of the tragedy that was so soon to envelop them.

"The British Campaigns in Europe, 1914-1918." By Sir Arthur Conan Doyle. (Geoffrey Bles.) 10s. 6d. net.

To quote the words of other reviewers, Sir Arthur Conan Doyle has given us a classic to possess which will be of enormous help to the student.

The author says in his preface that from the first days of the War he devoted much of his time to the accumulation of evidence from first-hand sources. Much of his inspiration was obtained from actual views of the battlefields, and it will certainly seem to anybody reading the accounts of actions in which he took a personal part that the descriptions are so life-like that Sir Arthur Conan Doyle might have taken part in them himself.

The causes of the War, though common knowledge now, are set out in a very few pages in such a way that the reader at once becomes engrossed, and his interest is so stimulated that he is eager to continue his study and delve into the pages that are to follow.

The history, although very full of detail, is easy to read. Besides giving, with great accuracy, accounts of the actions of units, it contains endless anecdotes of the gallantry of individual officers and other ranks, and many little incidents of the War which have not hitherto appeared elsewhere.

The author, in addition, pays great tribute throughout the book to the Commanders, senior and junior, with many of whom he was personally acquainted.

It is a book to read, and still more to possess as a book of reference.

PART II.—GENERAL.

"The Silken East." By V. C. Scott O'Connor, with an introduction by Sir Harcourt Butler, G.C.S.I., G.C.I.E. (Hutchinson.) 21s.

This is a new edition of what Sir Harcourt Butler describes as the standard work on Burma. With 8 coloured plates and 200 photographs, it is a very attractive volume and is likely to be found in many Mess libraries.

Mr. Scott O'Connor must be a very pleasant travelling companion, full of the local history, legends and customs and with many amusing stories. He has a wonderful power of description and he loves the country and scenes which he describes. His picture of the Shere Dagon pagoda at Rangoon with the countless thousands who worship there, leaves one filled with the wonder of "the greatest cathedral of the Buddhist faith, to be compared only with the great shrines of the earth."

After starting with an account of the peoples inhabiting Burma, the author goes on to describe the capital, his travels throughout the country—the great river valleys, the coast and the archipelago. Mr. Scott O'Connor also touches on the production of oil, of pearls and of rubies.

Some people are doubtful of the changes herein related which have recently been brought about in the country, the rapidity with which they have been effected and the cost which has to be paid. The future alone can prove their wisdom, but in Burma, as in the rest of India, it is good advice to hasten slowly.

"The Land of the Frozen Tide." By Louise Rourke.
(Hutchinson.) 21s.

This book is an account of two years spent by a woman in a trading settlement on the edge of the North West Territories of Canada.

As the authoress herself says: "And how appallingly uneventful can be the everyday life of a Northern Settlement. Each moment and hour a replica of yesterday's moments and hours; the same limited interests; the same topics for discussion—dogs and fishing for the men; pots and pans and babies for the women, and settlement scandal and church gossip for them both." The consequence is that the book consists only of Mrs. Rourke's impressions of the country, customs and people at her one station, a number of stories and legends repeated as told to her, extracts from personal letters home or from other writers' books, and some two score amateurish photographs.

H. N. K.

PART III.—SPORTING.

"More Shires and Provinces." By "Sabretache." Illustrated by Lionel Edwards. (Eyre & Spottiswoode.) £5 5s.

This is the second volume of the excellent series "Shires and Provinces," the first volume having been published in 1926.

As in the first book the author's object is to pay full tribute to the modern hound as well as to the ancient hound. As the author says, "To show sport, you have got to have your hound bred right in the first place; got fit to hunt all day in the next; and in the third, handled as he should be by the man who hunts him. With this object in each chapter he gives first-hand evidence as to the breeding operations that are being carried on in the various hunt kennels, and gives a description of the present hounds. His research into this subject is invaluable to all interested in the science of Hound-breeding. Sabretache also gives excellent descriptions of the various countries over which he has hunted and adds many interesting historical facts as to the origin of the Hunts.

Speaking of the Holderness, he proves the truth of Jorrocks's saying that hunting was "a sport of great h'antiquity," by citing the case of Adam de Everingham, "whose patent roll was given him by Edward I in 1279 to hunt the fox in the King's Chases and Warren of Holderness (except during the fence months)."

The case of Hugo Meynell, is mentioned, who used to draw 100 couples for a day's hunting and who often lay out overnight in the vicinity of the covers he intended to draw.

As regards the effect of the break-up of large estates, he states that as regards the York and Ainsty, it has actually benefited hunting, as there are now more foxes and less keepers, but of course the wire problem has been made more difficult.

The following sixteen Hunts are dealt with: The Bramham Moor; The York & Ainsty; The Middleton; The Holderness; The South Staffordshire; The Heythrop; The Old Berkshire; Fernie's; The Bicester; The Meynell; The Cotswold; The Blackmore Vale; The Essex; The Hertfordshire; The V.W.H. (Cirencester and Cricklade).

A colour-plate from a water-colour drawing by the talented brush of Lionel Edwards faces each chapter. These have been painted on the spot and give an excellent idea of the countries. Numerous other black and white sketches are included in the volume. Both illustrations and text are full of interest and life, and we congratulate both author and artist on the success of their efforts. We shall welcome a third volume of the series.

"The Young Rider: Ponies for Health and Pleasure." By Golden Gorse. (Country Life, Ltd.) 10s. 6d. net.

This excellent book on Ponies is divided into two parts: the first, the author explains, being for children, and the second for parents, but in the opinion of the reviewer, the whole book forms interesting reading for persons of all ages.

Chapters I to VIII deal with the training of the pony and of the child in ponymanship, and there is a delightful chapter on "The Horse's Character."

In Part II the various pony breeds are described, and advice is given on such matters as the choice of a pony, the age for a child to begin riding, horsemanship, turn out, etc.

The author prefers the grass-fed pony to the stabled pony, and not for financial reasons alone. Especially in these mechanical days we welcome the advent of such a book on ponies and it should become a text-book for all children and for grown-ups, who have children in being or in prospect.

The illustrations alone should make children eager to ride.

"Memoirs of a Fox-hunting Man." (Faber and Gwyer.) 7s. 6d. net.

This volume of hunting fiction, based on fact, is out of the ordinary and stands high above other sporting books of this nature—in fact, it is "literature." It is a book that deserves to survive and be revered one day as a classic.

The anonymous author—we trust that he will shortly give us his name—devotes the majority of pages to hunting experiences and pictures of English country life with its flower shows and village cricket matches.

It is the diary of a sensitive boy who, later as a grown man does not lose his self-consciousness. He was brought up under the wings of a maiden aunt in the depth of the country, and it was left to the groom "Dixon"—a real hero—to educate the lad in horsemanship and horsemastership. And how tactfully Dixon moulded Master George's destiny.

On his first day out with hounds, as an imaginative small boy, he had the misfortune to exclaim "Don't do that, they'll catch him," as the fox crept out of a covert. As he uttered the words he realized the enormity of his crime. Later on as a man we find him committing another sin: "But I was feeling more at my ease now and I was expressing this by swinging the lash of my crop lightly to and fro. The result was appalling. Somehow the end of it arrived at the rump of Jaggett's roan mare; with nervous adroitness she tucked in her tail with my lash under it. She then began kicking, and in my efforts to dislodge the lash I found myself 'playing' Jaggett and his horse like a huge fish To my surprise, Mr. Gaffikin came up and congratulated me admirably on the way I had 'pulled Bill Jaggett's leg.' He said it was the neatest thing he'd ever seen and he wouldn't have missed it for worlds. He slapped his leg in a paroxysm of amusement and I modestly accepted the implication that I had done it on purpose."

The author's hunting experiences started with an occasional day "in fear and trembling" with the Dumborough, grew into regular hunts with the Ringwell, and finally ended with a season in the Shires—the latter on £600 a year but—he was £300 in debt. Then came the war and his favourite horses became Army chargers, whilst he, after enlisting as a Yeomanry trooper, became an Infantry officer. He describes the scenes at his training camp, and with a touch of humour relates how the Colonel and the local parson made farewell speeches to the drafts about to go to France, the latter concluding by "And now God go with you. I will go with you as far as the station."

The book leaves the sensitive young officer in France on Easter Sunday, alive, but alas, Dixon was dead.

Throughout the book one lives with the author in his many experiences. It is hoped that he will give us a further volume of post-war recollections.

"Stable Wise." By Lieut.-Colonel S. G. Goldschmidt.
(Christophers.) 7s. 6d. net.

The saying "The best feed of a horse is his master's eye" is becoming more and more important in these days of mechanical traction, and therefore Lieut.-Colonel Goldschmidt's book, in which he imparts to the reader much *practical* information on polo ponies and hunters, is highly welcome. The various items that everybody who desires to be a horsemaster should know, are fully explained in an interesting manner. Besides explaining the art of feeding, housing, shoeing, and the cure of minor ailments the author gives some valuable notes on reducing the expenses of a stable.

One or two interesting points may be mentioned here. Lieut.-Colonel Goldschmidt is in favour of "horses being fed and watered from the floor, which is the way they would feed in a state of nature." Although this is contrary to the practice in vogue in the Army, yet the Metropolitan Mounted Police employ this method of feeding.

Then again, the author states "in my opinion the time is not far distant when every hunting and polo stable will be equipped with a mercury vapour lamp for sun-ray treatment. This modern invention is rapidly gaining ground as an item of veterinary treatment."

The importance of the amateur knowing how to examine a horse is emphasized, and the words of a veterinary surgeon are aptly quoted: "Any — fool can crab a horse, but it takes a real expert to advise purchase."

There is a most interesting illustrated comparison of the skeletons of a man and horse, which every horse lover should know by heart.

"Stable Wise" can be confidently recommended, and it should be found on every horseowner's bookshelf.

O. J. F. F.

"First-class Polo: Tactics and Match Play. By Brigadier-General R. L. Ricketts. (Gale and Polden, Aldershot.) 5s. With a foreword by Field Marshal Sir George Milne, G.C.B., &c.

General Ricketts hopes by this work to improve the standard of English polo, indeed a worthy object. His theory is "Pace," which he considers to be the main factor in reaching perfection. In Chapter II he shows how this extra pace can be obtained. He gives three main factors: hard hitting, quickness on the ball, and direction in which the ball is hit. He appears to have left out the most important factors of all, namely, quick thinking and anticipation, although the latter is mentioned in the chapters on the various players.

Readers of this book will do well to realize that "pace" if gained by furious riding with ponies out of control does more harm than good. There are two players of recent years who have stood out in a class by themselves, Walter Buckmaster and Hardress Lloyd. They got the pace which General Ricketts advocates without appearing to do so, their ponies were always in hand, they never appeared to be going more than "14 annas" and yet they invariably "got there" before their opponents. Their method was the true meaning of "pace," and they got it by fine horsemanship, quick thinking and accurate hitting.

Anyone who has played tournament polo both in India and in England will appreciate in which school General Ricketts formed his ideas. On an Indian ground the ball travels half as fast again as it does in England, whereas the pace of the game in England is regulated by the pace of the ponies which, owing to the excellent "going," travel very much faster than they do on the hard "maidan." Horsemanship plays a much greater part in England than it does in India, but quick thinking applies equally to both.

The lifting of the ball, as advocated, is a comparatively easy matter in India, but on a cut up English ground, without the assistance of a "niblick," there can never be any certainty of doing it. It is worthy of practice, however, inasmuch as it means striking the ball well forward. How often do we see a player strike too late.

The great value of General Ricketts' book is that it will set everyone who reads it thinking out the best means of improving their game. It is a long way the best 5s. worth that has been published on polo since the war, and should do much towards helping us to bring back the Winchester cup to this country.

T. T. P.

"Foxhunting Recollections." By J. Stanley-Reeve. (Lippincott.) 21s. net.

"If too many cooks spoil the broth, too many foxes may spoil a hunt."

Mr. Stanley Reeve's book can perhaps be best described as a Diary containing very full accounts of the best days' sport with the Radnor Hunt during the last seven seasons.

It must of necessity appeal first and foremost to the subscribers of this Hunt, and to them it will have a special interest in that the author has given at the end of almost every daily account the list of people who were "out" or "had the cream of the hunt."

If one does not know the country hunted by the Radnor Hunt it will be difficult to obtain much of an impression of it from this book. It must certainly be a country which shows good sport, and for which you need a good horse and a good heart. There appear to be obstacles of every description: timber, brooks, creeks, slippery banks, "in and out" over bars of railroad crossings, and four-rail fences with wire below the top bar.

"We all knew we were in for something real, and it was a case of ram down your hat, sit tight, and let your horse go wide open."

It is apparently not uncommon for two packs, and even on occasions three packs, to find themselves all hunting the same fox.

Farmers in this country may be thankful that they do not farm in the Radnor Hunt country where "nothing is better for young hounds than a circling cub in a big field of corn" (in August).

Mr. Reeve's experience of the effect of motors and turnpikes on hunting is interesting. He believes that most foxes have a

horror of having to cross a turnpike, and naturally take to a line of country where there is the minimum chance of meeting a motor at the exact moment when they have to cross a highway.

The author's reference to the sensation that was caused in October, 1922, when a horse was brought to a meet in a Ford car is probably the first instance of the motor horse van.

It cannot but be admitted that Mr. Reeve's hunting experiences are unique in that he has seen a pack of five couple of red pigs in full cry (or should it be called squeal?) after a rabbit which they rolled over and ate. And yet again, he has seen a famous pack of hounds "come tumbling down the bank into the road behind a splendid, big, yellow and white Tom Cat."

"Hunting Lore. Shocks for Fox and Field." By Crascedo and The Wag. (Country Life, Ltd.) 12s. 6d. net.

The publishers have presented—to use their own words—a rare and happy effort which may be termed an entirely unauthorised history of foxhunting and its origins.

The author takes us back to the prehistoric and introduces Ug—"that first and at first sight rather alarming Master of the Ugshire Foxhounds." His children called a fox's tail a "brush" because he brushes the ground with it. Ug's followers regarded it as insolence on the part of the farmers if they destroyed grass land by turning the soil, and thought that Ug would be a better master if he was not so obsessed with the idea—as a landowner—that tenants should be encouraged to make experiments.

We then meet Mr. Whooper, who, at the age of six, mounted on a donkey, favoured the forward seat. His theory was that *haute école* was a relic of barbarism far older than foxhunting, in fact, a relic of the Early Ice Age when all animals had to walk with great care upon the ice owing to the danger of slipping.

There is much sense in what the author says about hunting clothes, e.g., "No hunting clothes can possibly be smart unless at some time they were fully suited to the sport for which they were intended." For the origin of the cut-away coat, spurs and top hat Crascedo once more returns to the pre-historic.

The queerest notions of all as to foxhunting were those of Professor Grisslich. He had probably never hunted in his life, he was uninterested in sport, but specialised in the "Atavism" of foxhunting, and in the problem of scent.

Masters of Foxhounds and their evolution are given a whole chapter. Although Ug was not the first Master he was the first scientific one; he used his head instead of relying merely on his tongue, hands and boot.

Crascedo calls his chapter "Queer Habits of the Field" an abusive chapter; it is true that some of the habits are very queer ones, but perhaps not really more so than what are met with in the hunting field to-day.

Space is left in the book to consider the fox. "Scent is the outward and visible sign of an inward and horrible fear."

"Hunting Lore" is a very amusing book, most amusingly illustrated, but contains a great deal of "lore." It ought to appeal to all foxhunters.

"My Hunting Sketchbook." Written and illustrated by Lionel Edwards. (Eyre & Spottiswoode.) £1 1s.

Mr. Lionel Edwards needs no introduction, as every sportsman knows his work, and this book might well be called a companion to the series "Shires and Provinces," the second volume of which is reviewed above.

"My Hunting Sketchbook" contains reproductions in colours of the original rough sketches, which were painted on the spot in the depth of winter under the shelter of a Ford car or a "kindly" hedge. The artist explains that in many cases there is little resemblance between the published picture and the sketch. And therefore, the purchaser, by adding this book to his sporting library, will not duplicate his collection. A brief account of each colour plate is provided. The following Hunts are included:

The Bicester.	The Duke of Beaufort's.
The Hertfordshire.	The Warwickshire.
The Whaddon Chase.	The South Staffordshire.
The V.W.H. (Cricklade).	The York and Ainsty.

The Earl of Berkeley's.
The Cottesmore.
Ferne's.
The Pytchley.

The Devon and Somerset
Staghounds.
The Four Burrow.

In his interesting preface, Lionel Edwards narrates an amusing story: "My father, who hunted with the Cheshires in the 'fifties, told me as a small boy (in reply to my demands for a pony) that he did not think hunting, at any rate in Cheshire, would last through my time, so why learn to ride?" The Cheshire are now hunting six days a week! The author also gives a definition of the small fox coverts of Cheshire as "A few trees entirely surrounded by people."

The sporting world will appreciate this delightful collection of colour plates.

O. J. F. F.

"Shikar." By Lieut.-Colonel C. H. Stockley. (Constable.)
12s. net.

Colonel Stockley has already written a general introduction to big game shooting in India and now, in this collection of twelve chapters, he tells some of the stories of his many trips.

The scene varies from Tibet, with sport at 15,000 feet above sea level, to the steamy jungles of Southern India or Burma and and to the thorny wastes of Somaliland.

Colonel Stockley has after his name fifteen letters, all of which are witness to his courage, resource and experience. The exploits recorded in these tales deserve on their own account a further string of letters.

Besides being a first-class shot, the author is a mountaineer and naturalist of great keenness. With a good power of description, therefore, the accounts of his experiences are well worth reading. Personally, we like best his description of "The Road There" and his trip after tahr in Paristan (or Fairyland), a valley in Eastern Kashmir, but all are interesting and, afterwards, one feels that Colonel Stockley has at any rate one prayer answered—"From being too highly domesticated, good Lord, preserve us."!

H.N.K.

"The Frequent Gun and a Little Fishing." By Patrick R. Chalmers, with embellishments by V. R. Balfour-Browne. (Phillip Allan.) 10s.

It is a pleasure to find in Mr. Chalmers one who appreciates sport for its surroundings more than for the mere killing of birds and fishes. Written in a charming style, this book can either be read as a whole, or taken up by instalments in spare time. It contains a series of sporting anecdotes and poems which have already seen light in the "Field" and in "Punch," and now put together in one volume for the benefit of sport lovers. The illustrations are excellent, and altogether this is just the sort of book one would like to find in a house to which you are invited to take part in a covert shoot or enjoy a bit of fishing.

T. T. P.

"A Dozen Dogs or So." By Patrick R. Chalmers. Illustrated by Cecil Aldin. (Eyre & Spottiswoode.) 15s.

[We apologize for what follows, but just as we were going to press, our reviewer brought in this "doggerel!"—EDITOR.]

How happy could we be with either,
Cecil Aldin or Chalmers alone;
When the pair of them meet
It's a regular treat,
In fact—like a succulent bone.

Mr. Punch gave us first an appearance
And a credit to him is the lot;
There's Barry and Brandy—
Dogs, black, white and sandy—
Sheila, Dexter, Nell, Riley and Spot.

There's a cocker, a collie, some terriers,
A lurcher, a hound—What's your need?
But when all's said and done
Be it work, be it fun,
It's the fellow that counts—not the breed.

H.N.K.

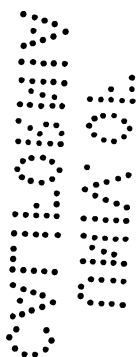


By permission of Clarence Hailey.

FLAMINGO

By Flamboyant—Lady Peregrine

Winner of the 2,000 Guineas.



SPORTING NOTES

RACING

THE ST. LEGER

FOR some time previous to the race, Fairway had been going in his gallops like a really good colt. There was no doubt about his ability as a racehorse, and it seemed merely a question as to whether the exciteability which had ruined his chance in the Derby would again prove a bar to his success.

In the paddock he was cool and collected, and though he fretted slightly during the parade he cantered down quietly and gave no trouble at the post.

He was well away but was quickly steadied, and the early running was made by Lodore from Tourist and Gang Warily. At the end of a mile these three were fully six lengths in front of Fairway who was leading the remainder.

Turning into the straight the three leaders began to weaken, and Fairway, Palais Royal II and Cyclonic became prominent. Flamingo then began to threaten danger on the outside, and for a moment it looked as though Fairway was going to be shut in. However, Weston, who all through rode a particularly patient and well-judged race, quickly extricated him, and though Palais Royal II hung on gamely, the favourite began to draw away two furlongs from home and won in the style of a really good horse by one and a half lengths. Cyclonic, a length away, was third and Flamingo fourth.

This was Lord Derby's fourth St. Leger victory, his previous wins being with Swynford in 1910, Keysoe in 1919, and Tranquil in 1923.

The starting price was 7 to 4, 100 to 6, and 100 to 15, which compared well with that returned by the two leading pari-mutuels, which paid respectively 29 to 20 and 27 to 10 over the winner. It is noticeable, however, that the prices for a place were 57 to 20 and 27 to 10.

THE AUTUMN MEETINGS

The Cæsarewitch this year scarcely aroused the usual interest. For this the hard ground, which prevented trainers from giving their charges an orthodox preparation, was largely responsible.

There was a heavy fall of rain a day or two before the race but it came too late for the backward ones to have the necessary winding-up gallops. The field of fifteen was the smallest that has been seen out for this race for several years.

When the betting settled down Brown Jack was installed favourite at 5 to 1, Cap-a-Pie, backed for a heap of money, stood at 11 to 2, Arctic Star was always steady at 9 to 1, whilst Bonny Boy and Tourist had numbers of supporters at slightly increased odds.

When the tapes went up Jarvis at once took charge of the boy that rode him and opened up a wide gap between himself and the remainder of the field, who were all in a cluster until five furlongs from home. Nearing the Bushes, Troubadour, Accalmie, West Wicklow, Blancona and Arctic Star were prominent. Coming out of the dip Blancona and Accalmie were in front with Arctic Star, on whom Perryman had been busy for some time, close on their heels. Half way up the hill Arctic Star suddenly took hold of his bit and began to lengthen his stride. Almost before one could realize what was happening he had the others settled, and coming away in fine style won by three lengths. Blancona in turn being a length and a half in front of the French horse, Accalmie.

The win was deservedly popular. Arctic Star was a fully exposed horse, having won the Goodwood Stakes and the Cosmopolitan Cup at Lingfield.

The Champion Stakes, run on the first day, brought out Fairway, Foliation, Baytown and Invershin, and they finished in this order. They raced in a bunch until coming into the dip when Weston brought Fairway out. Although hard ridden he appeared to be a fairly easy winner until close to home when Jones on Foliation put in a late challenge. For a moment she looked like getting up, but gamely though she struggled she could not quite get there, and though the verdict was only a neck, Weston slightly eased his mount during the last three or four strides.

The Chevely Park Stakes gave us another view of Tiffin. She was set to give 9 lbs. to Golden Silence, and some good judges thought this would be beyond her powers, but they had underestimated her merits. Nothing could live with her at any period and she won without an effort by two lengths from Torbuie. Being by Tetratema she may not develop into a stayer, but she is certainly the speediest filly we have seen for a long time.

The Middle Park Stakes saw the downfall of the hitherto unbeaten Arabella. She ran like an arrant non-stayer, but this may be a mistaken impression as the storm of wind and rain which swept across the course when the horses were in the paddock appeared to upset her considerably. The



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SCUTTLE (J. CHILDS)
By Captain Cuttle—Stained Glass
Winner of the 1,000 Guineas.



same cannot be said for Reedsmouth, who was cool and collected, and there appears to be no excuse for his failure. The race was won by Costaki Pasha, a beautifully bred colt by Gainsborough—Cos. He was always commanding his field and won easing up by a length and a half.

Unless the unexpected occurs he will be the winter favourite for the Derby. We cannot help thinking, however, that some of the form in this race was too bad to be true.

THE CAMBRIDGESHIRE

Always one of the most popular events of the season, the race this year was exceptionally interesting. The handicap was one of Mr. Dawkins's finest efforts, and, if one had listened to paddock gossip one would have had to back some twenty out of the twenty-six starters.

When the horses appeared in the parade ring, however, Palais Royal II stood out from the others. Rarely has a horse been brought to the post in more perfect condition, and there was such a rush to back him that from 100 to 9 he came with a rattle to 5 to 1, and even at that price he could only be backed for small sums.

The best offers for the others were Fohanaun 15 to 2, Sunny Trace 9 to 1, Delius and Gang Warily 10 to 1, Pondicherry 100 to 9, Insight II 100 to 6, Baytown 18 to 1, and Orbindos 20 to 1.

It was a beautiful race to watch. From the stands the field appeared to be in line for more than half the journey, but watchers down the course stated that Athford was the first to show in front with Dark Lantern II, Delius, Gang Warily, Mail Fist and Pondicherry prominent. There was little change until coming into the Dip when Palais Royal II, who had been steadily improving his position, worked his way to the front. Baytown, who began rather slowly, made a determined effort and for a moment threatened danger, but was never quite able to reach the leader and was beaten by three quarters of a length. Insight II, who was very badly drawn, ran a most gallant race and was only beaten a head for second place. The winner was ridden by Allemand, who rode an exceptionally quiet and powerful finish.

The Dewhurst Stakes on the Thursday gave us a rattling finish between Brienzen and the Reef colt. Close to home they were together when the latter swerved to the left and gave Brienzen a couple of bumps that nearly knocked him over. Mr. Tattersall's gallant colt, however, refused to be deterred and struggled on to win by half a length. The winner is by Blink—Blue Lake and is a rare sticker. We have not seen one this season that we would sooner choose for next year's 3-year old races.

If Mr. Dawkins gives us a Free Handicap this year we shall see how he rates him.

THE DONCASTER SALES

Very high prices were again realised, the total amounting to 418,800 Gns.
The following fetched 6,000 Gns. or over :

Ch. filly by Gay Crusader—Love Oil (Bloodstock Registry)	..	13,000
Bay filly by Buchan—Harpsichord (Office de Pur Sang)	.. ..	12,500
Bay filly by Gainsborough—Tetrabazzia (Lord Glanely)	.. ..	12,500
Grey colt by Hurry On—Enbarr (Lord Woolavington)	.. ..	10,000
Brown colt by Phalaris—Clear Case (Mr. M. Calmann)	.. ..	9,100
Bay colt by Gay Crusader—Rabona (Mr. S. Wootton)	.. ..	9,000
Bay or brown filly by Phalaris—Santa Minna (Mr. F. Pratt)	.. ..	8,100
Ch. filly by Bachelors Double—Bayora (Bloodstock Agency)	.. ..	7,500
Bay filly by Sansovino—Celiba (Mr. S. Wootton)	.. ..	7,200
Brown colt by Phalaris—Herself (Mr. O. Bell)	.. ..	7,100
Bay filly by Phalaris—The Sphinx (Sir John Rutherford)	.. ..	7,000
Bay filly by Salmon Trout—Meriel (Lord Ellesmere)	.. ..	6,500
Ch. colt by Hurry On—Lania (Mr. Walters)	.. ..	6,100
Bay filly by Papyrus—Nice (Lord Dewar)	.. ..	6,100
Bay colt by Manna—Silver Queen (Sir R. Garton)	.. ..	6,000

GOLF

The Autumn Meeting of the Cavalry Club Golfing Society was held at West Hill on the 23rd, 24th and 25th of October.

The entry was rather disappointing, but those who were there had a thoroughly enjoyable time. The weather was good and the course in first rate order.

In the main event there were twenty-four starters, and victory rested with Major P. F. Norbury. It is not often that these competitions are won by a left handed player, but the winner played sound and steady golf all through.

He had successive victories over Major Callander (7 and 6), Major Young (2 up), Colonel Ritson (7 and 5), Colonel Dunbar (2 up) and Captain Blacker (2 and 1).

The last named had harder work to reach the final as he only defeated a previous winner in Major Gilliat at the 19th hole, and in the semi-final had to go to the last hole to get the better of General Poore.

The beaten Players Competition was won by Major M. S. Young. He is a somewhat uncertain player but hits a very long ball and, when in form, is very hard to beat on his handicap. He is a regular competitor at the Meeting, but this is the first time he has met with any success.

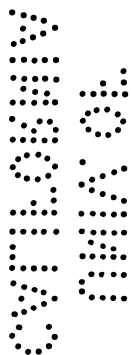


FAIRWAY

By Phalaris—Scapa Flow

Winner of the St. Leger.

By permission of Clarence Halley.



SQUASH RACKETS

THE ARMY CHAMPIONSHIP

For the fourth year in succession the championship has been won by G. N. Scott-Chad (Coldstream Guards).

During the whole of this time he has only lost two games in the competition. He has several times been fully extended but has always seemed just in a different class to his opponents.

The opposition this year was stronger than usual. Lytton-Milbanke has improved at least three points this season. Endowed with an extremely quick eye and an unusually long reach, he is also very steady and lets few chances go by. Another fine player is Major Marriott. He was only beaten in the semi-final after a match which lasted an hour and a half, and also has the distinction of being the only player to score a game against Scott-Chad, a feat which he accomplished in 1926 and also last year.

The results of the last three rounds are given below :

Third Round

The Hon N. A. S. Lytton-Milbanke (Rifle Brigade) beat Capt. T. H. Sweeny (R.E.) by three games to one (8—10, 9—6, 9—3, 9—2).

Major J. C. O. Marriott (Scots Guards) beat G. A. E. Gibbs (R.E.) by three games to none (9—1, 9—5, 9—2).

Capt. J. N. Cheney (K.R.R.C.) beat Capt. the Hon. B. M. S. Foljambe (The West Yorkshire Regiment) by three games to none (9—5, 9—3, 9—1).

J. N. Scott-Chad (Coldstream Guards) beat A. Murray (R.E.) by three games to none (10—8, 9—0, 9—4).

Semi-Finals.

Lytton-Milbanke beat Marriott by three games to two (8—10, 3—9, 9—7, 9—3, 9—6).

Scott-Chad beat Cheney by three games to none (9—2, 9—6, 9—6).

Final

Scott-Chad beat Lytton-Milbanke by three games to none (9—5, 9—4, 9—1).

CAVALRY FOOTBALL ASSOCIATION

RESULT OF DRAW FOR THE COMPETITION, 1928-1929

First Round

Match "A"	14/20th Hussars	v.	7th (Q.O.) Hussars.
Match "B"	The Life Guards	v.	17/21st Lancers
Match "C"	The Queens' Bays	v.	16/5th Lancers.
Match "D"	Royal Horse Guards	v.	3/6th Dragoon Guards
Match "E"	King's Dragoon Gds.	v.	13/18th Hussars

Byes : 11th Hussars, Royal Scots Greys, 5th Inniskilling Dragoon Guards.

Second Round

Match "F"	Winners Match "C" v.	Winners Match "E"
Match "G"	11th Hrs. (P.A.O.) v.	Winners Match "D"
Match "H"	Winners Match "B" v.	Winners Match "A"
Match "I"	Royal Scots Greys v.	5th Innis. Dragoon Gds.

Semi-Finals.

Winners Match "F" v.	Winners Match "G"
Winners Match "I" v.	Winners Match "H"

The first named teams in the First and Second Rounds have choice of ground.

The First Round will be completed by 2nd February, 1929, and the Second Round by 2nd March. Replays in either round in accordance with Rule 17.

One Semi-Final will be played at Aldershot and the other at Tidworth, on Wednesday, 20th March, and the Final at Tidworth on Wednesday, 27th March. These dates have been arranged to avoid clashing with :

The Grand Military Meeting	15th and 16th March.
The Grand National	22nd March.
The Army Point to Point	26th March.

3. The following Committee has been appointed for the Season :

Brigadier J. Blakiston Houston, D.S.O. (*Chairman*).
 Captain J. B. McKay, 7th (Q.O.) Hussars.
 Captain T. G. Upton, O.B.E., D.C.M., 11th (P.A.O.) Hussars.
 Lieutenant H. S. Notley, 3/6th Dragoon Guards.
 Captain S. P. Keyworth, Royal Horse Guards (*Hon. Secretary*).

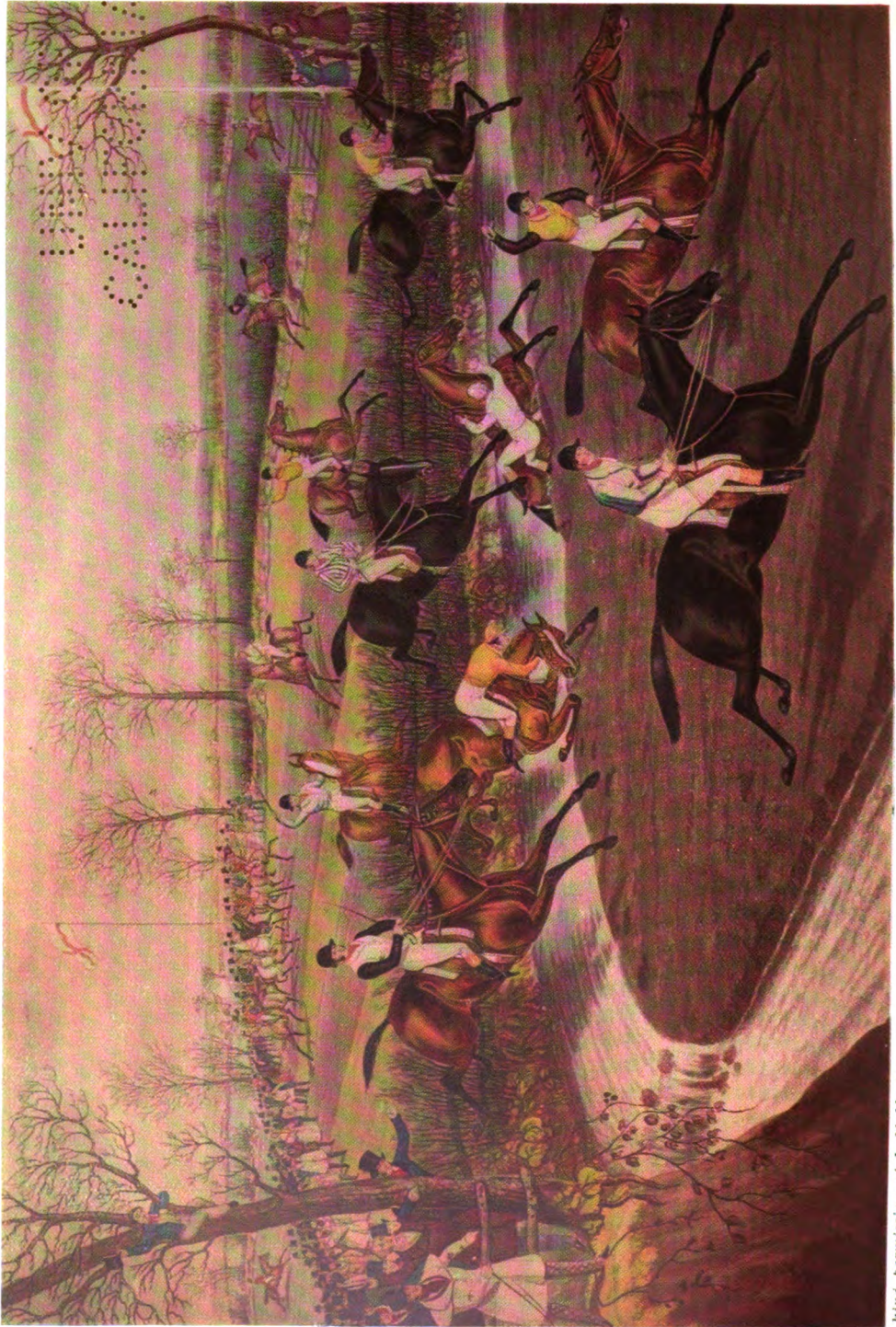




By permission of Clarence Hailey.

FELSTEAD (H. WRAGG)
By Spion Kop—Felkington
Winner of the Derby.

350



By kind permission of J. McMaster,

LIVERPOOL GRAND STEEPLECHASE, 1839—THE BROOK, SECOND ROUND

1971

THE CAVALRY JOURNAL

APRIL, 1929

THE GRAND NATIONAL.

It is impossible to state with accuracy on what date the first Grand National took place. The race generally regarded as such was held at Aintree on the 24th February, 1839. It appears to have been run over much the same ground, but was not a handicap, each horse carrying what was then regarded as the standard weight of 12 stone. The race first became a handicap in 1843, and was then known as the Liverpool and National Steeplechase.

The fences were of course very different to those of the present day. Except on the racecourse there was but little grass, and comparatively early in the race a wheat field had to be negotiated. As late as 25 years ago a small piece of ploughed land had to be crossed between Beechers and the Canal Turn. Between Valentines and the racecourse, probably shortly before reaching Anchor Bridge, was the "Table Jump," the field in which the horses landed being about four feet higher than that from which they took off. At the spot now occupied by the open ditch in front of the stands was a stone wall. Contemporary accounts state that this was five feet high, but we are inclined to think that this, as Jorrocks used to say, must be taken "*cum grano salis*, with a leetle Quianne pepper," as one horse only appears to have fallen there, and even this is

not admitted in another account. Curiously enough, however, the next year, when it is stated to have been lowered, four out of the first five came down, including Lottery, the previous year's winner. The second time round the horses finished up the flat racecourse over two flights of hurdles.

For some years the fences must have been very small, though the statement made in 1863 that "most of the fences were mere narrow ditches with thin thorn fences, of the most contemptible description, and practicable for a schoolboy of ten years on his twelve hands pony," was no doubt unjustified. That there was something in it is shown by the fact that four years later a well-known writer in the Sporting Press pleaded for "something that would put an effectual stopper on some of our cast-offs from the flat."

The coloured print, which presumably shows the Canal Turn and Valentines, clearly illustrates the nature of the fences. They are very thin and the rails running through them are only about two feet from the ground. There is plough on each side of the one the horses are taking. The colours are rather indistinct but, judging by other pictures of the race, the brown horse making the running is Lottery.

The other print is curious in that the stands appear to be very much the same as they were fifty years later, but it is probable that racing had taken place on the flat racecourse for a good many years. The wall, according to the illustration, was built of solid blocks of stone, and in this case the artist has presumably drawn on his imagination, as a fence of this description five feet high would have stopped anything, and a drawing of one of the "cast-offs from the flat" approaching this obstacle for the first time would form a delightful subject for one of Tom Webster's inimitable sketches.

As the years went by the fences seem to have been gradually increased, both in height and thickness, until they reached their maximum in the twenty years preceding the war.

In post-war days they have been somewhat eased, at least such is the opinion of so fine a judge as Lieut.-General Sir David Campbell, who rode the Soarer to victory in 1896, and

whose performances, both over fences and on the polo ground, are referred to in a later part of this article. He writes: "In 1895 I rode in the Champion Steeplechase at Liverpool and in '96 and '97 in the National. On all these occasions I walked the course at least three times and examined the fences in greatest detail. In 1910 . . . I went round the course very carefully and was quite convinced that, with the exception of one or two minor alterations, the course was exactly the same as it was in 1897. In 1924, on my return from India, I again went round the course, and was horrified at the way in which the fences had been made easier. The figures as to height and width are given officially on the card just as they were in former years. In my opinion the height is exactly the same, and the width through, if measured half way down, is also the same, but the fences have been sloped back and gorse has been pulled out from about three feet up the fences well out on to the course. In consequence, a horse has now a definite office when to take off, and approaches a nicely sloping fence instead of one almost as straight as the wall of a house."

We can hear some of our readers exclaim, "Good Lord, isn't there enough grief in the National without trying to make it worse?" but it is not so much the fences that are responsible for most of the trouble now-a-days as the enormous fields, as a result of which many horses are knocked over, interfered with, or become unsighted. It is this, and the way in which many horses are carried off their legs in a desperate endeavour to get clear of the crowd, that causes most of the trouble.

Although the writer did not see the race in 1896 his impression is that the Soarer was kept well on the right until nearing the racecourse the first time round, and there is no doubt that Tipperary Tim owed his victory last year largely to the fact that Mr. Dutton took him to the extreme outside approaching the Canal Turn, thereby steering clear of the general mix-up which occurred at that fence.

It is interesting to note that the easing of the fences and the increase in the size of the fields coincided closely with the adoption of the modern habit of riding extremely short.

Certainly, when it first came in, the result was deplorable, and it has been suggested that it was in order to enable more horses to finish that the fences were altered .

Whatever may be the advantages of this seat over ordinary fences, it is certainly not suited to Aintree.

Some years ago a well-known amateur was riding gallops with E. Piggott, who was probably the best steeplechase jockey of his day. He was riding very short, and on being questioned about it, replied that he found it paid him to do so over the Park fences, gambling that his horse would not make a mistake, but that he invariably let them down several holes when riding at Aintree. Piggott, however, in addition to being a first-class jockey, was an exceedingly fine horseman, and capable of adapting himself to circumstances, a thing which the majority of modern jockeys cannot do.

That the increased size of the fences has rendered the course safer for horses is proved by the fact that whereas in the earlier accounts one constantly reads of animals having to be destroyed, such fatalities are now of rare occurrence. There are relatively far more accidents in point-to-points, where riders crowd together at the weakest part of a fence, than there are under National Hunt rules.

Most people will admit that the standard of jockeyship as seen in this race of late years leaves room for improvement. The modern jockey's experience is almost entirely confined to riding over park courses, where he has little to do except sit still and let his horse stride along. Discussing the matter some years ago with George Williamson, one of the finest horsemen that ever rode between the flags and a tip-top man to hounds, he remarked, "In the National you must place your horse at his fences and you must pick him up on landing." This is an art that can only be properly learned by riding over natural fences. It was an education to watch the late Capt. Bennet. He always gave his horse plenty of rope, seemed to get him to meet his fences just right, and got him quickly away on landing. Jack Anthony and F. Rees, both of whom rode for some years as amateurs, are also blessed with the same gift. In fact many



By kind permission of J. McMaster.

LIVERPOOL GRAND STEEPLCHASE, 1839—THE STONEWALL, FIRST ROUND

2000

good judges hold the opinion that in the National a first-class amateur is to be preferred to any but a few of the leading professionals.

In writing of Cavalry officers who have ridden over the course it is difficult to get hold of the records. Pre-eminent amongst those of modern times is Mr. D. G. (now Lieut.-General Sir David) Campbell. In 1896 he won the Grand Military, the Grand National, and played in the winning teams of the Inter-regimental and Subalterns polo tournaments, a record which has never been approached before or since. He was also very unlucky in not winning the National Hunt Cup the same year, as, but for a bad fall in the previous race, he would have been on the back of Ludgershall. As it was, Mr. Ripley was given the mount and won easily. His record includes the Grand National, Grand Military (twice), Irish Grand Military (once), and the Irish National Hunt Steeplechase (twice).

The only other to win the race is Capt. Little, who rode Chandler in 1848, and his claim is not quite clear. He was in the King's Dragoon Guards but exchanged to the 81st Foot, now the Loyal Regiment (North Lancashire), the same year. The records do not show which he belonged to at the time. He was the uncle of Brigadier-General Malcolm Little, late of the 9th Lancers. He, too, was one of the best soldier riders of his day. Had he been prepared to give up more time to working at it no success would have been beyond him, as he was a light weight and is still a truly beautiful horseman. His handling of Lady Sarah in the Grand Military was as good as one could wish to see.

Other well-known Cavalry officers who have ridden in the race are Colonel Yardley (Inniskilling Dragoons), Capt. W. Hope-Johnstone (7th Hussars), Major Wilfred Ricardo and Mr. R. Ward, who was second on Cathal in 1898 (both of the Blues), Capt. Collis (Carbineers), who about 1904 was almost unbeatable at the Grand Military meetings and seldom failed to be there or thereabouts in the National Hunt Steeplechase,

Capt. Rasbotham (King's Dragoon Guards), and Mr. Pennington (11th Hussars), who was second on Bovril III in 1927.

Of late years it has been impossible for officers of any branch of the service to get the necessary practice to give them a fair chance of competing successfully, but in the old days some of the soldier riders were as well known as their professional brethren. Capt. Lee-Barber, of the 3rd Dragoon Guards, was one of the hardest men that ever crossed a country. No fall could daunt him. He was always to be feared at the Grand Military meetings, though a fondness for late hours generally made him more dangerous on the first day than the second. He rode in the National six or seven times but never got nearer than fourth. About 1878 he headed the list of winning steeplechase jockeys in Ireland, both amateur and professional.

The name of Roddy Owen is so well known that it seems hardly necessary to refer to it, but during the seven years he was riding in England his success was almost phenomenal. He won on Father O'Flynn in 1892, and would probably have done the same on Cloister the year before if he had been on the outside, but Harry Beasley on Come Away, though keeping a perfectly straight line, never quite gave him room to come up and he was beaten half a length. He objected to the winner, but unsuccessfully, and had a very rough time in the dressing room from some of the Irish contingent, during which he stood with his back to the wall and offered to fight the whole lot collectively or individually as soon as the case was decided.

The rider who has had the greatest number of mounts in the race, so far as it has been possible to ascertain, is Mr. Thomas, who rode no less than eighteen times and won thrice. The greatest number of wins credited to any one rider is five, a distinction which belongs to George Stevens.

It will probably be news to many that a clergyman has ridden in the race. In 1860 "Mr. Ekard," a name which thinly disguises that of a well-known sporting family, took the mount on Bridegroom. What is more, he got him round safely and finished sixth. There is a story told of our late King Edward, who went to pay a visit to a well-known Irish divine. History

relates that for the first time in his life His Majesty was somewhat at a loss to open the conversation and was relieved when his host pointed out a photograph of Ambush hanging over the mantelpiece and said, "You see we have a picture of your little horse Your Majesty. 'Twas a great day for Ireland when he won, and I had a nice win on him myself anyway."

Regarding the greatest horses that have won the blue riband of steeplechasing, opinions naturally differ, but the four horses that have carried 12s. 7lbs. to victory cannot be left out. They are Cloister (1893), Manifesto (1899), Jerry M. (1912) and Poethlyn (1919). There has been a good deal of discussion lately as to whether it is fair to ask a horse to shoulder so heavy a burden, and such good judges as Coulthwaite and F. Rees are strongly against it. The latter is of the opinion that Silvo would certainly have won had the scale of weight been lower, and nobody likes to see a good horse asked to do the impossible. A well-known authority regards Troytown, who won in 1920 under 11-9, as being the best of modern times. He might easily have equalled the record if he had not met with a fatal accident when running in France.

Probably one of the finest jumpers that ever ran over the course was Moifaa. He cleared the fences as though another foot would have made no difference to him. He was bought for His Majesty King Edward in hopes of adding to the success of Ambush, but went wrong in his wind before the next year.

Another magnificent fencer was Ascetic's Silver, but there was a rumour that he was affected in the same way though to a less extent.

Five horses have been successful twice, viz. Peter Simple (1849 and '53), Abd-el-Kader (1850 and '51), The Lamb (1868 and '71), The Colonel (1869 and '70) and Manifesto (1897 and '99).

George Williamson tells the story of a narrow squeak he had when riding Manifesto. "I had a £25 sweepstake with two other jockeys as to who got the furthest. Well, we had not gone far before I saw one upside down, and I thought to myself there's a pony in my pocket anyhow. A few fences further on

over went the other, so there was my £50 safe, and as Manifesto was jumping beautifully I seemed in for a good thing. It was not to be all plain sailing, though, as at the canal turn I got the fright of my life. My horse turned so quick on landing that his legs slipped from under him. How he didn't fall I don't know. My left foot touched the ground and I could have got off easily, but in a fraction of a second he recovered himself. I got back in the saddle but had lost an iron, which I did not recover until after jumping two fences, and Valentines with only one stirrup is no joke. However, once I got it back, all was well and I had no anxiety, but it was a near thing."

The following story does not appear in any of the various books on steeplechasing, but it was told to the writer by one who has ridden in many Nationals and who knew both the jockeys concerned. It is, therefore, very improbable that his memory is at fault.

Gamecock, who won the race in 1887, was ridden by Daniels. He had been jumping faultlessly, but at one fence he made a bloomer and was as nearly as possible down. His jockey was just slipping over his horse's shoulder when Skelton, who was riding Savoyard, put out a hand and helped him back into the saddle. The cruel part of it is that the pair finished first and second, and if Skelton had not helped his friend back he would have won the race. The ambition of a lifetime sacrificed through doing a pal a good turn. It does seem a bit hard!

Every year the competition to win the race is becoming keener. This season's event has produced no less than 120 entries, of which it may be reasonably expected that not less than 50 will face the starter. This is reducing the result to little less than a lottery. No racecourse yet made gives room for such a number, and though something has been done in replacing the open ditch at the canal turn by a plain fence, this is scarcely likely to make much improvement. It will certainly make little difference to the number of riderless horses, a thing that is becoming a perfect curse. Owing to the enormous crowds it has been found necessary to rail in the course for its entire length, and loose horses are thus prevented from running

out into the country. This is a matter for which it seems impossible to find a remedy.

The size of the fields is another matter, and to relieve the congestion two suggestions have been put forward, one being to run the race in two divisions, the other to reduce the range of weights from, say, 12 stone to 10st. 7lbs. The last of these has two advantages, the first being that the best horses would not have to carry what many now regard as an unreasonable weight, and the second that owners who now run almost impossible horses on the off chance that a combination of luck and a light weight may enable them to pull through, would either have to accept the altered conditions or keep them at home. If they were to adopt the latter course there would be few regrets. To win the National is to earn undying fame, and if a horse is not good enough to do so at an advantage of 21lbs. surely he does not deserve the honour.

NOTE. The writer wishes to express his indebtedness to the following authors: Mr. William Blew (*A History of Steeplechasing*). Mr. Finch Mason (*Heroes and Heroines of the Grand National*).



“ A good horse and a bad horse need the spur ; a good woman and a bad woman need the stick.”

THE FUTURE OF CAVALRY

By GENERAL SIR GEORGE BARROW, G.C.B.

AT no previous period of its history has the future of cavalry been more uncertain than it is to-day. This is not the first time, however, that the justification for its existence as one of the principal arms of warfare has been called in question. When the English long bow laid low the chivalry of France, when the smoke of gunpowder first clouded the battlefield, when a new arm in the form of artillery made its appearance, when the blunderbuss developed into the Brown Bess and eventually into the single loader rifle, and when this was in its turn supplanted by the magazine rifle, and when the machine gun came to play a dominating part in battle tactics, on each of these occasions voices, lay and professional, chanted in unison the funeral dirge of the cavalry. And yet, in every succeeding war the cavalry re-appeared as much alive and as indispensable as it ever has been since the days of Hannibal and Scipio.

After the South African war a particularly strong feeling prevailed amongst a large section of serving soldiers that the day of cavalry was past for ever and the press was unanimous in disseminating this opinion. Some of our most experienced soldiers were convinced, that, as said by one of them, "Cavalry was as great an anachronism as bows and arrows would be in modern fighting. Mounted infantry was all that was required and all that was possible." Fortunately these were not the views held by certain leaders such as Sir John French, Sir Douglas Haig and General Allenby. The late Mr. Erskine Childers wrote a book, with a preface by Lord Roberts, entitled 'Cavalry and The Arme Blanche' in which, backed by the

authority of the distinguished Field Marshal, he set out to prove, much to his own satisfaction, the impotency of cavalry in modern warfare. This book did much to strengthen opinions already sympathetic to the ideas which it expressed. At the time of its appearance I was instructor of cavalry at the Staff College, Camberley, and was therefore in a position to observe the harmful influence which a book of this sort, full of theoretical plausibilities, could have on the ideas of even professional men. On the top of this came the Russo-Japanese war in Manchuria. There the cavalry did very little and the hasty conclusion was arrived at by many that it did not do more because there was nothing more which cavalry was capable of doing. The real reason of its ineffectiveness was, on the Russian side the contemptible leadership of men like Mischenko and Samsonoff, and the inappropriate nature of the tasks given to it by the higher command ; while on the Japanese side the explanation is to be found in its numerical weakness. The Japanese started the war with one cavalry brigade and ended it with two cavalry brigades. Is it reasonable to expect actions of any significance on the part of the cavalry under such circumstances as these ?

There are and always have been two factors which are indispensable for the successful employment of cavalry, viz. : mobile conditions and numbers which are in reasonable proportion to the size of the forces engaged. During the Great War the enforced inactivity of the mounted arm through the long periods of trench or semi-siege operations, when minds were absorbed in the tasks of the present, when the past was quickly forgotten and a man's immediate occupations were more than sufficient to engage his entire thoughts, the idea became prevalent in the New Armies and in the press that cavalry was little better than a useless encumbrance in any modern theatre of operations. It was forgotten that cavalry has never been of any use in siege warfare. And yet it is undeniable that in face of every modern engine of war, except the tank, which it was never called on to meet, it successfully performed at one time or another every duty which tradition, experience and the text books have assigned to it. It carried out reconnaissances, both

local and distant ; it covered the flanks of an army in retreat ; it took its place beside the infantry in the line of battle ; it seized tactical points of vital importance and held them till the arrival of the infantry ; it attacked positions held by hostile forces of all arms, capturing guns and machine guns and rendering invaluable assistance to the infantry ; it held a river line for many months ; it fought both mounted and on foot in deserts, plains and mountains ; and it carried out one of the most successful and decisive pursuits in history.

We are justified therefore in coming to the following conclusions :

- (a) That up to the end of the Great War the value of the cavalry, given the essential conditions for its employment, has remained undiminished in spite of the advances of science ;
- (b) That it is rash as well as unscientific to make deductions from speculative imaginations instead of from observed facts and experiences.

So much for the past ; what of the future ?

In considering this question we must endeavour to keep an open mind from the start ; we must not run the risk of placing ourselves among the ranks of the false prophets. We should not, therefore, jump to the conclusion, former prophecies regarding the decline of cavalry having proved to be wrong, that mechanization will never supersede the mounted arm. It is possible, one may even say probable, that the mechanized arm will be capable some day of performing all the duties of cavalry and performing them with greater proficiency. But the point of practical interest to us is whether the mechanized arm can do this much to-day or in the immediate future.

What then of the future which concerns us nearly as apart from the “ insubstantial pageants ” of a dim and distant future ? To arrive at an answer, we must first consider how far the armoured vehicle is able to perform those essential duties which have hitherto been peculiar to cavalry, viz. :

- (a) Reconnaissance and information ;
- (b) Protection ;

- (c) The rapid occupation of positions of tactical importance ;
- (d) Intervention in the battle by means of the factor of surprise ;
- (e) Pursuit.

(a) The service of reconnaissance and information is varied. Sometimes it calls for the employment of strong forces, of whole brigades or more ; sometimes it is best performed by squadrons, troops or even smaller bodies. And even where the larger formations are concerned they push out numerous feelers in the shape of small patrols, which with their supports and reliefs soon absorb a large proportion of the whole. It is evident that the equivalent strength of tanks, medium or light, is not easily adaptable to reconnaissance. Tanks cannot split themselves up into small self-contained units, increasing or reducing in number as the circumstances demand and finally returning to their parent unit. Then what about smaller vehicles, such as two-men tanks, will not these answer the purpose ? In reconnaissance, time and space are uncertain factors. The length of time a patrol will be absent and the distance and direction it may have to go cannot be foretold. In what manner can the supply of numerous mechanized vehicles, no matter what their size, be ensured under such circumstances ? Horses can go on half or even quarter rations for a time, and there are few theatres where something cannot be got from the country to help out reduced feeds. The mechanized vehicle comes to a dead stop when once its fuel is exhausted, and nothing will coax it to move another inch. The problem of supply of these mechanized vehicles, if they are to perform the duties of reconnaissance at all adequately, appears almost insoluble. There may be a paper solution, and if there is, one may be permitted, in the light of one's experiences of the uncertainties of mobile warfare, in declining to have much faith in its reliability.

It was thought by some people that aircraft would supplant the mounted arm in the field of reconnaissance. This anticipation has not been fulfilled. Aircraft observation fails in fog,

mist and unfavourable weather. It can observe but it cannot maintain contact, and it can be easily misled. For these reasons the reconnaissance by aircraft, although of very great value is not in itself sufficient. It must be supplemented with cavalry reconnaissance. Also for the protective reconnaissance of comparatively small bodies of troops on the move, cavalry alone is suitable. In short, cavalry is at the present moment the only arm which is capable of carrying out the duties of reconnaissance with certainty and completeness.

(b) In the matter of protection, it is probable that armoured vehicles will perform the duty as effectively as cavalry, for this service does not present the same difficulties of supply as does reconnaissance.

(c) The rapid occupation of positions of tactical importance may often be accomplished as well, if not better by tanks than by mounted troops. But tanks cannot always be relied on to arrive when and where required. Difficulties of ground alone may stop them. It will be as well to support this observation by an example, in view of the many statements one sees and hears regarding the capabilities of the mechanized vehicle to go anywhere, whatever the nature of the ground. In the winter of 1917, Lord Allenby sent the Yeomanry Mounted Division ahead, with orders to penetrate the Judean Hills and reach a certain point on the road leading north from Jerusalem. Owing to strong opposition the division was unable to reach the point indicated, and it therefore seized the hills in the vicinity and resisted determined efforts of the enemy to drive them away until much needed relief arrived some three days later. The retention of these hills and their denial to the enemy was a matter of much importance in the operations leading up to the capture of Jerusalem. It is very doubtful whether a mechanized force could have performed this task for the simple reason that the single mountain path leading to the Yeomanry objective was in many parts too narrow for the tracks of wheeled vehicles, and the rugged and precipitous nature of the mountains effectually prohibited any movement off the path. The enemy subsequently closed the road by

which supplies of petrol and oil could be sent up, and it would have been a simple matter to block this narrow pass, even if the track had permitted the passage of tanks. On the other hand, we know from history that cavalry can be relied on to reach any position where it is possible for men to fight. There have been examples in recent manœuvres where the tanks have failed to follow where the cavalry led. Some of the best laid plans in war have gone awry through the intervention of unsuspected obstacles and many a commander will prefer an arm on which he can rely with reasonable certainty to arrive at its destination, to one which however effective as a rule, may fail him at a critical moment.

(d) No one will venture to deny that tanks can intervene in the modern battle and often with decisive results, and, furthermore, everyone will be prepared to admit that normally their effect and utility in the actual fight will generally be greater than anything cavalry could contribute. But when it is a question of employing that most powerful of all weapons, viz., surprise, cavalry remains unequalled for the purpose. Turning again to Palestine for an illustration, in the autumn of 1918 a cavalry division was brought right across the country from the Jordan Valley to near the coast in five night marches and then hidden together with other divisions of the Desert Mounted Corps for thirty-six hours in orange groves. Their subsequent appearance came as an overwhelming surprise to the Turks. One doubts greatly whether a mechanized force could have been concentrated and concealed so silently and completely close behind the line where it was intended to make the gap without the enemy obtaining some knowledge or hint of the manœuvre which would have eliminated the element of surprise. Certainly it could not have been concentrated as silently or concealed so effectively as was the cavalry. It is impossible to belittle the importance of these facts when one bears in mind that any disclosure of the concentration might have marred a strategic manœuvre, as fine in its conception as it was in its triumphant conclusion.

(e) The same incertitude exists in regard to the mechanized

force in pursuit. Normally the tank should make an excellent weapon of pursuit. But circumstances may easily arise where it will fail at the critical moment and the fruits of victory be only partially garnered or lost altogether. Let us take one more example from the Great War. During the lateral pursuit of the Turkish Armies by the Desert Mounted Corps in Palestine in 1918 the 4th Cavalry Division was directed to the Carmel range by the Musmus pass, with the object of intercepting the enemy's main line of retreat. The one thing to be feared was that the Turks would become aware of the movement in time to occupy the pass. A section of machine guns would have been sufficient to cause a serious delay to the division. But no force which the enemy would be able to detach for the defence of the pass, taking into account the situation as it existed at the time, could have held up indefinitely a division capable of putting 3,000 rifles, 18 field guns and a large number of machine guns into the fighting line. This force could have engaged and turned any position occupied by a considerably larger number of troops than the Germans and Turks had actually at their disposal for the defence of the pass. With a mechanical force it would have been otherwise. The blocking of the pass would have been a simple matter, and with the enemy established on the steep hills on either side it is difficult to see how the mechanized force could have got through.

One must bear in mind that in any future war between civilised opponents, where one side has lost faith in the cavalry and the other side still maintains its belief, it will be a case of infantry, artillery and mechanized forces *versus* infantry, artillery, mechanized forces AND cavalry, and given an approximate equality in the total respective strengths of the two sides, we may ask ourselves which of the commanders of the two armies would feel the happiest. After witnessing a demonstration by the Mechanized Force on Salisbury Plain in July, 1928, one of the principal impressions left on my mind was that no General would willingly or confidently command an army from whose composition cavalry had been omitted on the grounds

that mechanized forces were fully capable of performing all mounted duties.

On the occasions when the influence of cavalry in any series of military operations has been negligible it will generally be found that the reason lies in the small proportion of its effectives in comparison with the total forces engaged, if it is not due to faulty employment on the part of the higher command or wrong ideas inculcated during peace training. This fact is always ignored by those who criticise cavalry adversely. The proportion of cavalry to the other arms in the Napoleonic armies was about one quarter, in the German armies of the 1870 war about one sixth. It would be unreasonable to ask for as high a proportion in future because aircraft and modern methods of intercommunication have greatly diminished the demands which will be made on it. Moreover, the addition of new arms and weapons to modern armies is alone sufficient to prohibit for financial reasons the maintenance of cavalry forces in any way comparable to those of the past. If, however, any solid reasons exist for their retention at all they should be maintained at an adequate strength to be able to carry their weight both strategically and tactically. How otherwise can they be expected to do anything worth doing ?

In the late war the proportion of cavalry employed in France in comparison with the total numbers engaged was so small that, apart from any other consideration, it is doubtful whether its action could ever have had more than a local effect after the operations of the first six weeks. In Palestine where the proportions were reasonable and the Commander-in-Chief had a thorough knowledge of its capabilities and the confidence to make the fullest use of it, what an important part it took in all phases of the operations ! Likewise in Mesopotamia, at first on account of indifferent handling it achieved little or nothing, but later under able leadership it had a decisive influence on the final phases of the campaign. Too often has the cavalry been blamed by indiscriminating critics when in reality it was the paucity, one might almost say the absence of cavalry which was the cause of its ineffectiveness. You can

kill a man with a bludgeon, you may hurt him a great deal with a walking stick but you cannot harm him at all with a twig.

If the cavalry fails in achievement owing to its numerical weakness, for God's sake don't let us blame the cavalry or use this as an argument that its day is past and gone for ever. If it is to justify its continued existence, the cavalry must move in unison with the ever-changing conditions of modern warfare. It cannot be accused of failing in this respect hitherto. There is no reason to suppose that in the future it will not regard the tank as a valuable ally. When the mechanized and mounted arms have learnt to work in concert they will indeed make a powerful combination.

It is to be hoped that in championing the cause of the cavalry it will not be assumed by anyone that there is any intention in this article to belittle or under-rate the value of the mechanized force. In the war of the future it will be as necessary to have a mechanized force as it is to have artillery, but a mechanized force will not alone win a war any more than artillery alone will win a war. The endeavour has only been to show that the mechanized force at its present stage of development cannot take the place of cavalry. If the anticipation that the employment of mechanical forces will lead to more open and mobile operation than was the case in the last war proves to be correct, the influence of mounted arms will thereby be enhanced.

As has already been pointed out, it is unwise to indulge in dogmatic predictions where cavalry is concerned, but one is at any rate justified in stating the opinion that in the next war we shall soon find we cannot dispense with cavalry in full measure, and still the cry of every commander in the field will be "Give us more!"

Above all, do not let us be led astray, as has so often happened before, by the verbose prophecies of those opponents of the cavalry arm who are but wise in their own conceit.

SEYDLITZ

By MAJOR OSKAR TEICHMAN, D.S.O., M.C., T.D.

PART II

AT the outbreak of the Seven Years War in 1756, Seydlitz was serving under Marshal Keith, who commanded a force of twenty nine battalions and seventy squadrons.

On 1st October the battle of Lobositz took place. Owing to a thick mist Frederick's patrols had great difficulty in discovering the enemy, but eventually they were able to identify ten squadrons of Austrian Cavalry, protected by a company of Pandours, squatting in the vineyards. Frederick came to the conclusion that these must be Field-Marshal Count Browne's rearguard, and that his main army had retreated over the Elbe. The King sent for Seydlitz and asked him whether his Cuirassiers could overthrow the enemy: he replied that they certainly could do so, but that they would probably be afterwards driven back by the guns at Lobositz, as he did not believe that Browne had retired. Frederick did not like this answer and immediately gave the order for the Cavalry to attack. Seydlitz led twenty squadrons down the hill and, passing through the intervals in the ranks of the Prussian Grenadiers, charged impetuously into the Austrian Cavalry, hurling them back on their own Infantry. But after two attempts they could get no further, being repulsed by destructive case shot from a number of concealed batteries and by heavy Infantry fire. Such a strong resistance, coupled with the sudden disappearance of the fog, showed the King that Seydlitz was right and that the Prussians were up against the whole of Browne's Army. Frederick tried to recall the Cuirassiers but it was too late: at the third attempt, led by Seydlitz, they cut their way through the enemy's Infantry and came across a drain twelve feet broad which they negotiated

successfully. Three hundred yards further on "the Whissendine appeared in view" (or rather the Morrell Bach, a considerable brook according to Carlyle), a bad take off and boggy meadow on the landing side. Many of the horses failed to jump it and those who did were bogged on the opposite side. The Cuirassiers, now almost immobile, were subjected to a murderous fire from either flank. With considerable difficulty Seydlitz eventually managed to extricate his squadrons, and, after heavy losses, conducted them back through the Austrian Infantry to the hill on which Frederick stood. The battle, which commenced at 7 a.m. and finished at 3 p.m., was won by the Prussian Grenadiers and Browne was forced to retreat over the Elbe. Frederick writing about this action says: "Never have my troops, since I have had the honour to command them, behaved so well: although the Cavalry did not entirely achieve their object, they attacked repeatedly with great *elan* under the most trying circumstances: Seydlitz demonstrated that once let loose they would charge with the greatest impetuosity and stop at nothing." It has been said that Seydlitz possessed the secret of knowing when to be bold, even rash, and when to be cautious: but on this occasion his men, in action for the first time after years of training, having at last broken through the Austrian line were so animated with enthusiasm that they were beyond his control: hence the grief at the brook with its unfortunate result.

A few weeks later Seydlitz went into winter quarters at Dresden, and utilized that period in keeping his regiment up to the mark. By the King's order every Cuirassier squadron was increased by twenty-four men, making them each 180 strong. There were five squadrons in a Cuirassier Regiment and this made the total strength of all ranks 968, instead of 848 originally laid down by Frederick in his "Regulations for the Prussian Cavalry in 1755."

At the famous battle of Prague, Seydlitz commanded twenty squadrons under Prince Maurice of Anhalt-Dessau. A considerable portion of the Prussian Army under Marshal Keith had been left on the West bank of the Moldau to guard



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the line of communications, and prevent an outbreak of the Prague garrison on that side. Six thousand five hundred men, in which were included Seydlitz's twenty squadrons, were to have crossed the Moldau above Prague in order to fall upon the Austrian rear. The story of the battle of Prague has been described elsewhere,* but suffice it to say that the main Austrian Army was forced into Prague (whence it could not escape until a month later, when Daun raised the siege by winning the battle of Kollin) and 16,000 Austrian Cavalry escaped to join Daun. Prince Maurice's pontoon bridge proved too short, only three boats were lacking, and he had the exasperating experience of seeing the Austrian Cavalry escape southwards. Seydlitz was wild with vexation, when just across the river he might have charged the fugitives. He wanted to swim his twenty squadrons through the Moldau, but his patrols reported that this was impossible on account of quicksands: wishing to see for himself he plunged into the river, and was rescued with difficulty after losing his horse. The Prussians had purchased their victory dearly, Prague is said to have been the bloodiest battle since Malplaquet, and it might have been more complete but for the unlucky shortage of pontoons. The result of the day was that a superior Austrian Army was, like those of Mack at Ulm and Bazaine at Metz, shut up in a city whence it could not escape, and that by an army inferior in numbers.

On 8th June, 1757, was fought the battle of Kollin*, which taught Frederick that he was not invincible. This battle has been briefly described elsewhere, and resulted in an utter defeat of the Prussian Army. Seydlitz commanded fifteen of the 100 squadrons with which Ziethen charged earlier in the day, but after an initial success they were checked for want of guns; horse artillery was not then invented. Seydlitz led another charge with his Cuirassiers, but it was then too late to retrieve the fortunes of the day, the Austrian and Saxon Cavalry already having completely broken the ranks of the Prussian Grenadiers.

* Cavalry Journal, Vol. XVI.

Seydlitz is said to have "shone out as a brilliant star on the dark horizon of this battle-field."

He and Ziethen finally covered Frederick's retreat and remained on the field until late at night.

The King, although in the depths of despair, realized more than ever Seydlitz's genius on that day, and opened the way for his brilliant career; two days after the battle Seydlitz was promoted Major-General. When Ziethen congratulated him on his promotion, he retorted "It is high time Your Excellency, if I am going to do any good, as I am already thirty-two years old!"

Seydlitz began his brilliant career at Kollin with fifteen squadrons, and, as we shall see later, led thirty-eight at Rossbach, sixty-one at Zorndorf, and 108 at Hochkirch.

Early in July a small Prussian force which was garrisoning Zittau in Silesia, was enveloped by an Austrian Army which occupied all the surrounding heights. The Prussians were thus cut off from Frederick's main Army in Bohemia. The Commandant, who daily expected to be attacked, occupied the environs with his infantry, and ordered Seydlitz, if possible, to cut his way through the enemy and get help from the King.

Seydlitz sent 100 Hussars, who had been detailed to remain behind, into the neighbouring meadows together with the artillery horses and officers' pack horses. These details were told to make themselves appear as numerous as possible and gather forage and load it on their horses. On seeing this collection of horsemen leave the town, 3,000 Austrian Cavalry immediately vacated their camp, which was in a commanding position, and approached the Hussars. When the Austrians found that they merely had to deal with a foraging party, they captured the Hussars; and having galloped some four miles on a hot July day, they dismounted leisurely without any precautions, sat down and lit their pipes. Meanwhile Seydlitz, who had concealed his Cuirassiers behind some farm buildings which flanked the meadows, had been watching the enemy carefully. As soon as the Austrians were thoroughly at their ease, he suddenly emerged with his five squadrons and charged in open

the line of communications, and prevent an outbreak of the Prague garrison on that side. Six thousand five hundred men, in which were included Seydlitz's twenty squadrons, were to have crossed the Moldau above Prague in order to fall upon the Austrian rear. The story of the battle of Prague has been described elsewhere,* but suffice it to say that the main Austrian Army was forced into Prague (whence it could not escape until a month later, when Daun raised the siege by winning the battle of Kollin) and 16,000 Austrian Cavalry escaped to join Daun. Prince Maurice's pontoon bridge proved too short, only three boats were lacking, and he had the exasperating experience of seeing the Austrian Cavalry escape southwards. Seydlitz was wild with vexation, when just across the river he might have charged the fugitives. He wanted to swim his twenty squadrons through the Moldau, but his patrols reported that this was impossible on account of quicksands: wishing to see for himself he plunged into the river, and was rescued with difficulty after losing his horse. The Prussians had purchased their victory dearly, Prague is said to have been the bloodiest battle since Malplaquet, and it might have been more complete but for the unlucky shortage of pontoons. The result of the day was that a superior Austrian Army was, like those of Mack at Ulm and Bazaine at Metz, shut up in a city whence it could not escape, and that by an army inferior in numbers.

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* Cavalry Journal, Vol. XVI.

nitaries mounted in haste—"everyone mounted and happy was he who had anything to mount." In an incredibly short time the greater part of the force, Grenadiers, Cavalry and Artillerymen had taken to their heels, and Gotha was nearly empty once more. An Austrian Hussar Regiment, which had been hastily posted as rearguard outside the town, was soon driven in by Seydlitz and forced to join the fugitives. He then sent a few squadrons of Dragoons and Hussars into the town, and captured 160 soldiers and three officers of note who were unable to escape. The Prussians also made a rich "haul of equipages and valuable effects, cosmetic, a good few of them, habilitory, artistic, as caused the Hussar heart to sing with joy." Amongst the plunder was Loudon's commission as Major-General, which had just arrived from Vienna, this, Seydlitz forwarded to its owner with a polite note on the following day.

As soon as the enemy were well in retreat, Seydlitz, who did not think it wise to pursue them and reveal the weakness of his force, entered the town with his officers and proceeded to the Grand Ducal Palace; with keen appetites they enjoyed the banquet which had been so suddenly broken off at its inception by the Austrian Princes and French nobility. The same evening he sent a modest account of the affair to the King, and concluded his report with a request for reinforcements, adding that he did not think that he would be able to play the same trick twice. Frederick in his Memoirs makes the following remarks about the affair:

"Any other General except Seydlitz would have applauded himself to have escaped, in such a situation without loss. Seydlitz would not have been satisfied with himself, had he not derived gain. The example proves that the capacity and fortitude of the General are, in war, more decisive than the number of his troops. A man of mediocrity, who should perceive himself under such circumstances, discouraged by the awful appearance of the foe, would have retired as he approached, with the loss of half his men, in a skirmish of the rearguard, which the superior Cavalry of the enemy would have been in

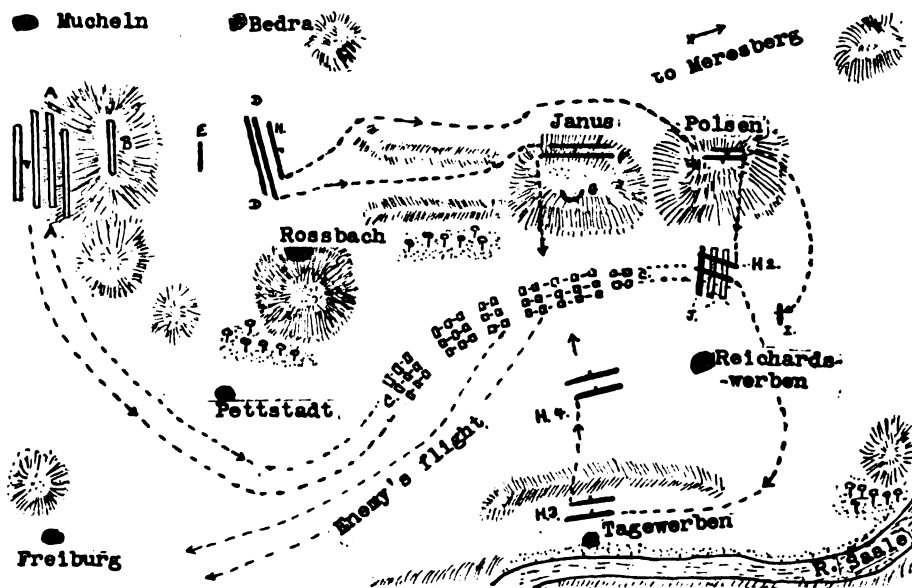
haste to engage. The artful use made of the Dragoon Regiment, extended and shown to the enemy at a distance, was highly glorious to General Seydlitz in so difficult a situation."

The battle of Rossbach, 5th November, 1757, was of all Frederick's actions that in which Cavalry exercised the most important influence, for it was won almost entirely by that arm under Seydlitz.

The village of Rossbach lies in central Saxony ; a few miles to the Eastward, across the river Saale, is Lützen where Gustavus Adolphus was killed in the hour of victory, and to the South is the field of Jena, where, fifty years after the battle of Rossbach, Frederick's work was destroyed in one day.

On the morning of the battle the Prussian Army, 22,000 strong, facing the West, was encamped between Bedra and Rossbach ; the village stands on a slight elevation in an undulating plain sloping down towards the river Saale. The Combined Army, 50,000 in number and mainly composed of French troops, was drawn up a few miles to the West just South of Mückeln behind two low hills ; but these being considerably lower than the elevation on which Rossbach stood, enabled an observer on the tower in that village to watch the movements of the French. Behind and just North of Rossbach is a dip in the ground, which is continued eastwards behind two hills, the Janusberg and Polsenberg ; the latter being some three miles from the village. About 10 a.m. Seydlitz made a reconnaissance towards the enemy and noticed a considerable stir in the Combined Camp. Shortly afterwards a division under Count St. Germain advanced and occupied one of the two hills opposite the Prussian position. Seydlitz also reported that the main body of the Combined Army was preparing to march southwards. On receiving this information Frederick moved his headquarters to the castle in Rossbach and proceeded to dine with his generals. Seydlitz however, impressed by what he had seen, ordered the Cavalry to saddle up and be ready to move : the Artillery which were next to him, followed his example. During dinner Frederick, who thought that the French were marching towards their supplies at Freiburg, was

suddenly informed by an officer that they had changed their direction. The King from the top of the castle tower saw through his telescope that the enemy were executing a semi-circular march, in a south-easterly direction, with the intention of turning and attacking his rear and left flank, while St. Germain was attacking him in front. As Jomini remarks, the Prussians were the centre of the circle around which the French were moving and therefore had the advantage of observing all the



BATTLE OF ROSSBACH, 5th November, 1757.

- A.A. Position of Combined Army.
- B. St. Germain's Division.
- C.C. March of Combined Army, led by its Cavalry (J) to attack Prussian rear.
- D. Position of Prussian Army.
- E. Two Prussian Regiments left to watch St. Germain.
- F. Prussian Infantry, on reaching Janusberg about to attack.
- G. Prussian Guns.
- H. Position of Cavalry under Seydlitz. H.1.—Seydlitz forming up on Polsenberg. H.2.—His charge into flank of Combined Cavalry. H.3.—Waiting concealed in hollow. H.4.—His charge into flank of Combined Infantry.
- I. Seydlitz's flanking squadrons.
- J. Combined Cavalry, caught in flank by Seydlitz.

enemy's movements. As soon as the King realized what was afoot, he gave the order to march. Seydlitz and the Cavalry (thirty-eight squadrons) left first and hastened to gain a position in advance (East) of the French columns. Frederick followed with the rest of his Army, leaving one Hussar Regiment and a few companies of Infantry to watch St. Germain and mask the departure of the Prussian force. The King and his Army, following Seydlitz, disappeared in the valley North-east of Rossbach, and continued in an Easterly direction, their movements being completely masked by the two hills, Janusberg and Polsenberg. Seydlitz had sent five squadrons of the Green Hussars ahead to cover his march and observe the enemy. Meanwhile the French and Austrians, fearing that they would be robbed of their prey, and that Frederick would escape to Meresberg, rushed forward in disorderly haste on the Southern side of the two hills, hoping to intercept the Prussians and attack them in flank or rear. The Combined Cavalry advanced at the trot, and although their Infantry also advanced at the double, they were soon left several hundred yards behind. The Duke of Broglie, who commanded the Cavalry had no patrols out, and had no idea what was going on behind the two hills. Thus the two Armies were racing parallel to one another, both in column, on either side of the Janusberg and Polsenberg. But the Prussians were the quicker, and Seydlitz kept his flanking parties on the top of the hills, whence they could see exactly what the enemy were doing. The latter on the other hand blundered along without being aware of the progress made by Frederick's Army. About 3 p.m. the Prussians established a battery of eighteen guns on the Janusberg and smote the head of the enemy's column with precision. Seydlitz on the reverse slope of the Polsenberg disposed his thirty eight squadrons as follows: fifteen in the first line, eighteen in the second line, and five on his left flank to protect it, and if possible to assist the attack by a flanking movement. He then waited until his Hussar pickets signalled that he was just ahead of the enemy: at that moment fifty-two squadrons (about 8,000 sabres) of the Combined Army, far in advance of their Infantry, had passed

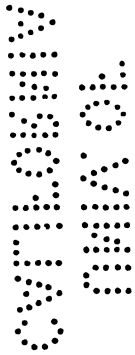
the Janusberg and were beginning to skirt the lower slopes of the Polsenberg. Seydlitz, still smoking his short pipe and riding well in advance of the first line, seeing the moment favourable, without waiting for orders, being now fairly on the enemy's flank, suddenly threw his pipe in the air, the signal for the attack. The trumpets sounded the charge. Over the hill appeared the thirty-eight squadrons, led by their General, and down they plunged on the enemy's flank, "compact as a wall and with incredible velocity"; like a veritable cataract some writer has described this phenomenon. We are told that even the Chaplain of Seydlitz's Cuirassiers was so carried away with enthusiasm that he also charged and sabred the enemy! The French had no advance guard. Four times did Seydlitz and his thirty-eight squadrons go through the enemy's fifty-two squadrons, which had not even time to form up. In half-an-hour nearly the whole of the Combined Cavalry were flying in wild disorder towards Freiburg, to fight no more that day. Seydlitz, who well knew that there would be other work to do, pursued only as far as Reichardswerben, and then reformed in the valley of Tagewerben, in rear of the hostile Infantry, to await developments.

A hotheaded Cavalry General would have attacked the Infantry at once, before they had all arrived on the scene, but here Seydlitz displayed his genius. He showed that calmness, although successful in the heat of battle, without which the complete destruction of the enemy could not have been accomplished.

Frederick, whose guns had been very active, now emerged over the Janusberg "in a highly thunderous manner." The French and Austrian Infantry, who were marching in column, reeled under his blows. But still Seydlitz remained in the little valley of Tagewerben. Eventually all the Combined Infantry were involved with Frederick, several fresh battalions having arrived: two French Cavalry Regiments, which had not been with the main body of Combined Cavalry, sought the protection of their Infantry, and in doing so exposed their flank to Seydlitz. This was the moment which he had been waiting



SEYDLITZ DURING THE BATTLE OF ROSSBACH



for, as he now had the flank of the whole Combined Army, in close formation, opposite his front. Again the thirty-eight squadrons, refreshed by their breather, charged in a compact mass, and the unfortunate French Army, caught between Frederick's Grenadiers on one side and Seydlitz's Cavalry on the other, were almost annihilated ! Seydlitz was wounded in the arm during the last charge, but remained on the field.

The battle was practically won by Seydlitz's Cavalry, only seven battalions of Frederick's left wing having been in action.

The essence of Frederick's manœuvre was, as usual, the attack in oblique order : for the front of the long allied column may be considered as its right flank, and the King's parallel but swifter march alongside of his opponents was to gain the flank.

In this battle, Seydlitz first demonstrated his real military genius as a born Cavalry leader. The co-ordination of all arms, the massing of the Cavalry, their formation and agility, and above all their leader's prudence and foresight were the chief factors in the victory. His tactics were not formal but inspired, not pre-arranged but a veritable *deus ex machina* : they consisted really, during every moment of this strenuous battle (of which the above is only a very brief outline) in watching events carefully, seizing every opportunity as it arose, foreseeing every possibility, and acting at once on his own initiative. His attack, without waiting for orders, showed the born Cavalry leader. His retirement to the Tagewerben hollow to reorganize his ranks, instead of pursuing the beaten enemy, and his subsequent charge, carefully delayed until he knew that he could take the whole of the enemy Infantry in flank, are all beyond praise.

This victory was not only of political importance, but it remained for all times an example of the ideal way in which the *arme blanche* should be utilized.

Berenhorst, writing of this action, says : " The genius of the Prussian Cavalry sprang forth here from the fields of Reichardswerben and led them on to victory. When the Cavalry in order of battle, like a pent-up flood, is held ready, and at the first signal is poured down in torrents, floods the

fields, sweeping all before it, then has Cavalry reached the ideal of perfection, and to this ideal Seydlitz attained with his Cavalry on that day."

On the day after the battle, the King decorated Seydlitz with the order of the Black Eagle, until then confined to Princes of the Blood, promoted him Lieutenant-General, and appointed him honorary Colonel (Chef) of the Rochow Cuirassiers, which he had formerly commanded.

The wound, which Seydlitz had sustained during the battle, became septic after a few days, and he was admitted to hospital at Leipzig, where he was detained until March, 1758.

During his absence, the command of his Cavalry devolved on Driesen. Things did not go well for Frederick in the second half of November, 1757, he lost Schweidnitz and Breslau. The day before the battle of Leuthen (5th December, 1757) in which the "Oblique Order" was so successful and Driesen distinguished himself, Frederick concluded a speech to his Generals with the following words: "The Cavalry Regiment that does not on the instant, on order given, dash full plunge into the enemy, I will, after the battle unhorse, and make it a Garrison Regiment! The Infantry Battalion, which, meet with what it may, shows the least sign of hesitating, loses its Colours and its sabres, and I cut the trimmings from its uniforms! Now, good-night, gentlemen: shortly we have either beaten the enemy, or we never see one another again."

At the battle of Zorndorf (25th August, 1758) Seydlitz commanded sixty-one squadrons. Early in the day the Russians (60,000 strong) had retired from the burning village of Zorndorf, and had taken up a position in a roughly quadrilateral formation behind it. West of this position were the almost impassable swamps of Zabern. Frederick (32,000 strong) advancing from the South, marched his army on either side of the burning village, having the South-western angle of the enemy's position as his objective. There was, therefore, for a time a considerable gap between the two divisions: the left hand of these, under Manteufel, being somewhat in advance and well supported by its Artillery, attacked the enemy

briskly: but the right hand having not yet come up, the Russians saw the gap, and poured a mass of Cossacks and Infantry into it and Manteufel's flank. With cries of "Arah! Arah!" (Victory! Victory!) the Russians plunged wildly forward, sweeping all before them and capturing twenty-six guns with many prisoners: it was a bad moment for Frederick, watching the action from a neighbouring knoll. But once again he was destined to be saved by his Cavalry. After the initial shock the Russian Cavalry halted in column and for some unknown reason left the pursuit of the Prussians to the Infantry. Meanwhile, Seydlitz with eighteen squadrons of Hussars, five squadrons of his own Regiment, five squadrons of Gensdarmes, and three squadrons of the Garde du Corps (under Wakenitz) had, after careful reconnoitring, found his way across the Zabern swamps. At the critical moment these 5,000 sabres emerged from the low-lying water meadows and charged impetuously into the flank of the Russian attack. The Garde du Corps and Gensdarmes falling upon the Russian Infantry, while Seydlitz at the head of his own Cuirassiers and the Hussars accounted for the Cossacks. The enemy's advance was destroyed, and into the gap which it had left in the Russian quadrilateral, poured Seydlitz and his Cavalry followed by the remains of Manteufel's division. In a few minutes the Cossacks were in flight and the stolid Russian Infantry were being sabred as they stood.

Meanwhile the Prussian right hand reached the Russian left front, and again the latter opened to allow a torrent of regular Cavalry (which had not yet been involved) to charge the Prussian Infantry and Artillery. Several batteries and whole battalions were captured, and the front was thrown into confusion. Frederick himself is said to have rushed into this vortex: but his attempts to rally the broken troops were of no avail. Some of the Prussian battalions actually fled for over a mile owing to panic.

The battle of Zorndorf now appeared to be irretrievably lost, when Seydlitz, who had reorganized his Cavalry, suddenly appeared out of the blue, like a *deus ex machina*, with sixty-one

squadrons. "Swift as the storm wind Seydlitz charged the Russian Horse-torrent, driving it before him like a mere torrent of chaff!" Those Russians who escaped the onslaught of the Prussian sabres were driven into the Zabern swamps, and by 4 p.m. all the guns and infantry had been recaptured.

Seydlitz by his brilliant handling of the Cavalry undoubtedly saved Frederick's Army from a débâcle, and enabled him to win the bloodiest battle of the Seven Years' War.

The evening after the battle of Zorndorf, Frederick sent for Sir Andrew Mitchell, the British Ambassador. On arrival he found several Generals, including Seydlitz, assembled. Mitchell congratulated the King on the noble victory which Heaven had granted him. "Had it not been for him," said Frederick, pointing to Seydlitz, "things would have had a bad look by this time!" To which Seydlitz replied: "It was Your Majesty's Cavalry that did their duty—and Wakenitz, my second, does deserve promotion!" But the King knew well enough that his Cavalry could not have saved him without Seydlitz's leadership.

Napoleon, commenting on Zorndorf, writes, "*tout était perdu, si l'intrepide Seydlitz avec son incomparable cavalerie et le coup d'œil, qui le distinguait, n'y eût porté remède.*"

On the day before the disastrous battle of Hochkirch (14th October, 1758), Frederick recklessly encamped in a position commanded by an Austrian Army which was twice his strength. Some historians maintain that he was misled by a spy in the Austrian pay, who reported that the enemy were fortifying and did not intend to attack. The King intended to attack himself on the following evening, when his provision convoy had arrived. Meanwhile he entertained a contempt for Marshal Daun, who commanded the Austrian Army, and thought he might take liberties with him. Marshal Keith remonstrated with Frederick, and remarked that if the Austrians left the Prussians unmolested in such a position they deserved to be hanged! To which the King replied, that he hoped the enemy were more afraid of the Prussians than the gallows. Ziethen and Seydlitz also made urgent representations to the King,

but he scoffed at their warnings and gave orders for the Cavalry to off-saddle and get a good night's rest in order to be ready for the attack on the following evening. The two Generals obeyed orders by telling their troops to off-saddle and saddle up an hour later.

When the Austrian attack matured at dawn in a thick fog, Ziethen was ready with his Hussars, and managed to prevent the camp from being entirely surrounded. During the ensuing fierce battle Keith was killed, a victim to his master's obstinacy. Frederick ordered a general retreat, and Seydlitz who commanded 108 squadrons was hastily despatched to seize the Drehsa pass in order to ensure the Army's safety. In this he was successful and protected the shattered battalions of grim Prussians, who retired in good order after losing some 10,000 men and over 100 guns. Once only did Daun's Cavalry swoop down on the column, but like lightning Seydlitz parried the thrust, which was not repeated. Frederick had in previous battles owed most of his successes to his Cavalry, and at this battle of Hochkirch it was Seydlitz and Ziethen who saved his Army from utter destruction.

The battle of Kunersdorf, 12th August, 1759, was a *débâcle* for Frederick, which even his Cavalry could not avert. The headstrong King, after routing the Russians, although implored by Seydlitz and other Generals to rest content with his success so far, insisted in attempting to destroy the enemy in spite of the exhausted state of his troops. The remains of the Russian Army, reinforced by some fresh Austrian troops, made a last desperate stand on the Spitzberg Hill. Against them Frederick hurled his jaded troops, only to be driven down time after time by case shot from Loudon's guns. Frederick in desperation sent for his Cavalry commander: "You try it, Seydlitz, you saved us at Zorndorf!"

Seydlitz at the head of his own Cuirassiers led the charge, uphill and against the enemy's flank. But the Artillery fire was appalling: Seydlitz fell from his horse wounded, and was borne away, the remnants of his Cavalry being hurled to the bottom of the hill. Another attempt was made with the same

result. By 5 p.m. the attack on the hill was completely beaten off, and Frederick's Army was in full retreat. Loudon with twenty fresh squadrons then swept down on the Prussians: there was no Seydlitz to oppose him, and the retreat became a rout.

In the general confusion which followed, Frederick did not see his wounded Cavalry leader: Seydlitz wrote to the King that he had unfortunately been stung by a gnat during the engagement, and that he feared he would be on the sick list for a short time. The "gnat-bite" however proved serious, complications supervened, and Seydlitz remained in hospital for nearly two years, until May, 1761. Frederick sorely missed his great Cavalry leader during that stormy period. Through the Marquis d'Argens he sent Seydlitz a copy of his "Charles XII," and also presented him with his famous charger "Tiger." In 1760 Seydlitz married, and later in that year, although still an invalid, helped to put Berlin in a state of defence against the Russian raid under Tottleben.

In October, 1762, Seydlitz fought his last action: the battle of Freiburg which was a victory for the Prussians. Frederick, writing of this battle to his brother, says: ". . . Lieutenant-General von Seydlitz rendered me the highest services; in a place where the Cavalry could not act (the border of the Spittlewald, and its impassable entanglements and obstinacies) he put himself at the head of the Infantry, and did signal service."

It is a curious coincidence that the first (when a Cornet, at Ratibor, 1742) and last actions of this great Cavalry leader should have been dismounted engagements.

In February, 1760, Seydlitz was promoted General of Cavalry, but, although of such high rank, he never lost sight of his own Cuirassier Regiment and frequently drilled it.

He always remained a fearless rider, and it is related that whenever he rode out, he used to jump a reservoir which stood before his house. Frequently he used to ride from his estate at Minkowsky to the Cavalry School at Ohlau, across country, and is stated to have regularly jumped a gate five feet high! The orderly officers who kept up communications between the

General's residence and Ohlau were always expected to go the same way.

Seydlitz always insisted on his men riding with long stirrups, but Frederick did not approve of this. After a review the King told him that his Cuirassiers must ride shorter—to which Seydlitz replied: "Your Majesty, the Cavalry are riding as they did at Rossbach." Frederick's reply has not been recorded; possibly he changed the subject!

In 1772 Seydlitz had a stroke, probably the result of a toss which he had taken a few days previously: he lingered for several months, and died in 1773 in his fifty-third year.

What the King and his Cavalry lost by Seydlitz's death, is shown by Frederick's Political Testament which he executed for his successor in 1768.

" . . . Dans la cavalerie le général Seydlitz l'emporte sur tout le reste . . . "

He was buried on his own estate, and on his tomb is the following inscription:—

HEROIS
FRIED. WILH
L. B. DE SEYDLITZ.
NAT. A. MDCCXXI.
DENAT. A. MDCCLXXIII.
CINERES.

Until the advent of Seydlitz as a Cavalry leader, the *arme blanche* was usually carefully guarded by the Infantry and then brought up at a slow trot to discharge its clumsy pistols and carbines. But Maurice de Saxe had already laid down the principle that Cavalry, to be of service, should be able to charge at full speed in good order. Seydlitz saw the importance of this, and also realized that Cavalry to be successful must take some risks. Under him the Cavalry learnt to charge fearlessly, in large masses and in perfect order, against the enemy. He always maintained, and we can well believe him, that he had never seen any Cavalry formation which depended on its fire, that had not been overthrown by one which charged it briskly without firing.

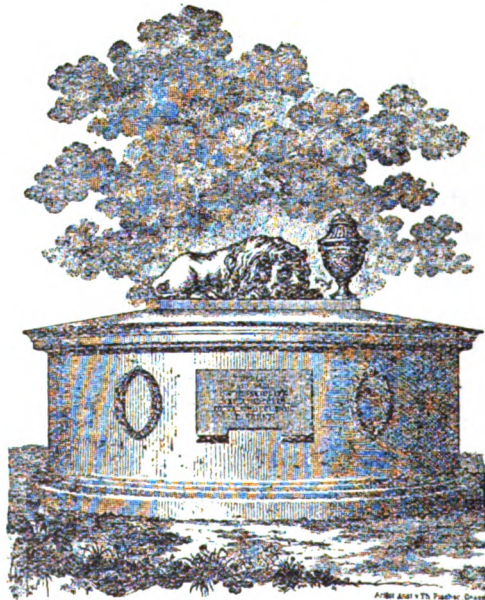
Seydlitz sowed the seed which Murat reaped fifty years later. Would that these two giants had met on the battlefield, then would have been the tug of war !

But at Jena, in 1806, there was no Seydlitz, and Murat at the head of 12,000 horse charged in perfect order and swept the Prussian Cavalry from the field.

Seydlitz was however the originator, to a large extent, of the tactics which the King of Naples employed.

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The Grave of General Baron von Seydlitz.

THE HORSE AS A NATIONAL ECONOMIC FACTOR

By MAJOR-GENERAL SIR JOHN MOORE, K.C.M.G., C.B.,
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“ Nevertheless, it is generally agreed that the horse, not the Cavalryman, did dominate war during many centuries, for it was the horse, with a rider, that often lent decisive power. It may surely be claimed, therefore, that it was the horse, not the ‘ moral threat,’ that proved the most powerful weapon of Cavalry, even as recently as the campaign in 1918 in Palestine.”

THE above paragraph, taken from the very excellent article “ *Years versus Ideas*,” by Sir W. D. Bird, K.B.E., C.B., C.B.E., D.S.O., in the CAVALRY JOURNAL of July, 1920, is quoted as a fitting prelude to any paper or discussion relating to the horse, and will bear repetition. Unquestionably in the rise and fall of Empires, the horse has played a very important part. In conquest, he was proved indispensable; rapidity of invasion, so essential to success of armies, would have been impossible without efficient mounted forces. Through the dissemination of horses consequent on campaigns in the extension and consolidation of Empires, the various breeds of horses were primarily established in countries, improved on to meet military exigency, and according to locality, were adapted to serve the necessities of agriculture, transport, commerce, sport, and pastime. The achievements of horses in warfare throughout the ages in themselves would fill volumes. It is, however, to horses of present times, and to those of our own country in particular, that this article is intended to relate; and in placing so comprehensive a subject before the readers of the CAVALRY JOURNAL the writer has as his object generally :—

(1) To point to the urgent necessity for the maintenance of a due regard and interest by the public in horse production, and in the furtherance of State live-stock improvement measures.

(2) To show the economic advantages which the horse bears to the industrial life of our country and Empire.

(3) To encourage and ensure the continuance of the horse as an indispensable factor in the defence of the realm, the agricultural industry, and as a considerable element of our sports and pleasures.

For purposes of easy reference the article is divided into the following headings: I—Industrial and Agricultural Horses; II—Light Horses; III—Polo and Riding Ponies; IV—Pit Ponies; V—Thoroughbreds. It is, however, necessary in the first instance to take stock of our position in regard to horses in Great Britain, and in that review incidentally to include Ireland, as in a matter of light horses the latter country has played a considerable part in supply.

REVIEW OF THE HORSE SITUATION GENERALLY.

It is unfortunate that no annual census of the total number of horses in Great Britain is maintained for public information, the returns published relating only to those used for agricultural purposes and other horses on the land. The exclusion of the horses engaged in trade and industrial pursuits of cities and towns hitherto has borne relation to mobilization expediency affected by the Army Act. The Army Council at stated periods delegates to the Board of Trade its powers under Section 114 of the Act, and a total census is then taken for retention as a confidential document. The last census was in 1924, the previous one being in 1920. In the former year 1,892,205 horses and ponies of all ages were recorded, and 2,081,457 in 1920, or a reduction of 189,252 horses and ponies of all ages between the two periods. This reduction is reconcilable to a considerable extent, at least in the older age columns of the census returns, with the War drain of draught animals, but the reduction in the number of foals, yearlings and two-year-olds,

that is to say, the 1922, 1923 and 1924 crops, is distressing, viz. : 104,796 heavy horses, 27,403 light horses (not including thoroughbred) and 1,247 thoroughbreds. It is pleasing to note from the returns that the riding horses and hunters over 15 hands showed an increase of 9,556, and ponies and cobs over 14 hands an increase of 11,834. There was also a sensible increase of three and four-year-olds of light, medium and heavy draught horses, reflecting an effort up to the year 1921 to repair wastage of war.

The years 1920 and 1921 were peak years in the number of stallions of different breeds or types licensed under the Horse Breeding Act of 1918 in England and Wales by the Ministry of Agriculture, and by the Board of Agriculture for Scotland. In subsequent years the number of licences granted have steadily diminished excepting for Percherons in 1922 and 1925, but if a study of tables of licences is to be taken as evidence of production, bed rock would appear to have been reached in 1926, and a more favourable situation presented, at least in England and Wales, but not in Scotland. Licensed stallions under the Act of 1918 of course do not represent the total number of stallions used for service. As horse-breeding, particularly in the heavy types of horses, is intimately bound up with agriculture, a considerable number of stallions are maintained on agricultural holdings. In the peak year of 1921 there were 7,169 stallions on agricultural holdings, of which 5,080 were heavies. By 1926 the total of all classes was reduced to 3,275, and as the reduction between 1926 and 1927 was only 101 stallions as compared with that between 1925 and 1926 at 1,525, it is reasonable to conclude that bedrock had been arrived at in 1926 so far as agricultural holdings are concerned.

In Ireland, with troubles of its own, the total number of horses and ponies at 490,183 in 1921 went down to 424,304 in 1926, and recovered to 428,614 in 1927, showing that even in that country low water mark was recorded in 1926. Ireland is essentially a light horse country, and according to its latest statistical returns 319,173 are engaged in agriculture, 22,011 in traffic and manufacture, 25,316 used for amusement and recreation, and 60,547 are unbroken.

The reason of the decline is, of course, the great rise of the motor industry, the increasing displacement of horse power by motor power in the trade and commercial activity of the country in the years subsequent to the Great War, and the abandoning of a policy of corn production, arable lands in consequence being laid away to grass. The withdrawal of grants under the Heavy Horse Breeding Scheme for the two years ending 31st March, 1923 and 1924, also had a disastrous effect on the production of those breeds, so much so that the Ministry of Agriculture in the latter year very wisely resumed the grants after strong representations from the farming community, and it is satisfactory to observe that the grants under the scheme are increasing annually.

In 1911 a light horse breeding scheme was initiated and was also administered by the Ministry of Agriculture. After the War when the axe of retrenchment descended heavily on all State Departments, it was decided that as the scheme was not necessary in the interests of agriculture, it could no longer be borne on the vote for the Ministry, and it was suggested that if it was necessary to maintain it in the interests of the Army it should come against the Army vote. Transfer was made in 1924. There are many people no doubt who do not see eye to eye with this policy, believing that horse production of any kind is a civil responsibility. Be that as it may, there is no doubt that the Army has administered the scheme very well, and it is hoped that the axe of economy will leave it untouched for years to come. It is a vital matter, and an assurance that the highest standard of quality is produced, which in itself is economic both to the individual and to the State. It is not proposed to describe the scheme in the present article, as this was fully done in the CAVALRY JOURNAL of October, 1927. The Army, however, has followed suit in the adoption of mechanical units, and so the position of the horse has altogether become precarious.

I.—INDUSTRIAL AND AGRICULTURAL HORSES.

It is convenient to take these two categories of horses together, as the farm is the breeding ground of the horse used

in commerce and industry, and the fortunes of one are bound up in those of the other. The low ebb to which the production of our world-famed breeds of draught horses has drifted, has been shown in the hope that by inviting public attention to a situation that from a national point of view is undoubtedly serious, an interest may at the same time be awakened which will repair the injury received. Moreover, it is to the working or draught classes of horses that questions of working economy and comparative costings between horse transport and motor transport more strictly apply.

It may be taken as an accepted fact that no one regrets the advent and the progress of motor transportation in all its forms, but there is no getting away from the truth that the motor age is expensive, and that the employment of motor vehicles in business and commercial pursuits adds to the cost of commodities, and tends to keep up the high cost of living. During the present year, a very complete and detailed enquiry of the comparative costings of horse and all forms of mechanical transport has been conducted, and it has been clearly shown that for ordinary trade purposes of towns and cities, viz., in the distributive trades, manufacturing trades, cartage of goods, market gardening, and in the work of local authorities, the horse is much cheaper than the motor on a daily computation of work, and working within a radius of from four to six miles. The mileage for motor transport in comparison was fixed at 20 miles. When computation of cost is by tonnage, or heavy haulage over considerable distances into the country is concerned, motor transportation thereby entering into competition with railways, and for which horses are not intended, obviously, the heavy motor is more economical. Convenience, or time saved, may also be in favour of the motor. For instance, in the house refuse of large hotels or large residential blocks of flats where collection is at one spot and removal can be effected quickly, the employment of a motor lorry is more economical. Many individual instances can be cited to show the superiority of the one over the other, but experience shows, and it seems now to be fairly universally acknowledged, that in the common

circumstances of trade the horse carries economic advantage. Space will not permit inclusion of statistics showing comparative costings, but a general idea may be gathered from those furnished by a leading London transport firm, as follows :—

	<i>Light horse vehicle (one horse)</i>	<i>Heavy horse vehicle (two horses)</i>	<i>Motor van (25 cwt.)</i>	<i>Heavy lorry (4 tons)</i>
	s. d.	s. d.	s. d.	s. d.
Cost per day of 8 working hours	17 9	25 7	24 2	36 6
Cost per hour	2 2½	3 2½	3 0½	4 6½

Detailed examples of comparative costings of London and Provincial firms and of Borough Councils are given in a useful pamphlet issued by The National Horse Association of Great Britain, 12, Hanover Square, London, W.1, which may be had on application.

What then, should be the practical issue of proved economy in the use of the horse as a commercial and industrial factor on the one hand, and a bed rock state of horse breeding on the other? Surely, the promotion in our agricultural districts of an adequate supply to meet industrial requirements is indicated, and that supply to be of the best that our country can raise. The situation is one which requires careful and thoughtful handling, and is certainly deserving not only of all the interest and influence which authorities of the State can bring to bear on it, but of support to the producer from the industrial using side of the community, so that numbers produced may be maintained at an adequate level, and of a desirable standard of quality.

The annual census of London's traffic taken on the second Tuesday of every July by the Metropolitan Police, Scotland Yard, at 98 points, shows that from 1926 there is a recovery of the horse's position in commercial activity, despite the great increase of motor traffic. It is considered that such position is even better than the police figures indicate as horse traffic wisely makes use of collateral and less frequented streets, and thus avoids as far as possible the constant delays on main traffic routes congested with passenger traffic vehicles.

A question commonly asked is : "Is there any profit in the production of the agricultural cum industrial horse?" The answer is that there is profit, and a sufficient margin of it, provided the right article is produced. But it is only the farmer making use of his own product in the common course of his farming operations who can make production pay, for it must be remembered that before heavy draught horses are sold for industrial work in cities and towns, they earn their own keep by working on the farm after being broken in at 2½ or 3 years old. The cost of maintenance of the dam does not enter into the account as she carries out her common work as a farm animal. All told, including stallion fee, the cost to a farmer in England of producing a Shire or Clydesdale up to four-year-old may be calculated at £44 or £45, and the value on sale is £50 and upwards. In Scotland production price of a Clydesdale is roughly £39, with sale price to a commercial firm at five years at £50 to £75. The cost of producing a Suffolk Punch is even less than the foregoing figures, as a good many Suffolks go to work and keep themselves from two years old onward. The price obtainable for Suffolks at four years old is from £50 to £60.

II.—LIGHT HORSES.

There is no doubt that light horse breeding has suffered more than any other from the introduction of motor appliances. The carriage and stylish turns-out have practically disappeared before the motor car, and tradesmen's carts have to a large extent been displaced by the light motor van. The demand for light horses by the Army, too, has diminished, so that the outlook generally for light horses for commercial, private, and Army purposes is not too bright. The country is, however, fortunate in having the well-established Light Horse Breeding Scheme previously mentioned, which has done so much in recent years to stimulate the cavalry and hunter types of horse, and the active light draught horse of good trotting ability. The success of the scheme is reflected in the increased number of entries in all classes at last year's Hunters' Improvement and National Light Horse Breeding Society's Show at Islington.

In light horse breeding of the hunter type, the aim or desire is to breed a superior animal which, as a marketable entity, will command a good figure. In the main this is a gelding, a bigger, finer and usually a more valuable product than the smaller female. There must be, therefore, a market for the smaller or inferior, and consequently cheaper animal, and this has hitherto been provided for by purchase for the Army. Any innovation, such as progressive mechanization of Army mounted units, which tends to wipe out or reduce this outlet for the sale of the cheaper light horse is a serious blow to the light horse breeding industry. However, one is sanguine that as long as the pleasures of the chase and the hunting field remain a strong trait in British character, and that cavalry continues to prove its indispensability, as it undoubtedly did in the manoeuvres of last year, light horse breeding will flourish as it deserves to do under the popular and well-administered Light Horse Breeding Scheme.

Hunter breeding is but a speculative concern, and it is somewhat difficult to put down a hard and fast estimate of the cost of production, for this varies greatly in different hands. It has, however, the happy reflection that what is lost on the roundabouts is often, or at least sometimes, got back on the swings. In Ireland, a Government official recently estimated the cost of production of light draught horses at £47, broken, and put into work at four years old; while hunters, after four years' keep, and including breaking, shoeing and veterinary attendance, he estimated at £80.

Another important matter incidental to the Light Horse Breeding Scheme is that it includes premiums for cob and pony stallions, and by working through the National Pony Society, County Agricultural Committees, and Pony Breed Societies, the production of small animals for the economic use of small tradesmen and mining companies receives great encouragement.

III.—POLO AND RIDING PONIES.

The breeding of polo ponies is even more speculative than that of hunters, and for the most part is restricted to the

province of wealthy owners, who may be fortunate in making it pay, or who are prepared to stand the expense for the pleasure of participating in the enjoyable pastime of polo. The National Pony Society during the past thirty years has done much to encourage the breeding of ponies with inherited characteristics and adaptability for polo. It is in the widening of the interests in raising the raw material amongst those who are willing to undertake it that the success of polo pony breeding as such depends. With the increasing popularity of the game, a good demand by players exists both in this country and abroad. The demand, too, for high-class children's ponies is increasing rapidly, and one only has to visit shows to witness the skill exercised by the average child rider. No attempt has been made to estimate cost of production, nor of prices to be realized, in the case of ponies; obviously these vary between extremes sometimes wide. Should it ever come to pass that pony racing catches the public fancy, there will be no lack of polo and riding pony breeding.

IV.—PIT PONIES.

In 1913 the total number of ponies employed in mines in Great Britain amounted to 73,024. In 1926, the year of the strike, the number was reduced to 56,762. Decrease is due, not so much to displacement by mechanized means as by depression in the coal mining industry. It seems to be the universal opinion that horses and ponies will continue to be essential factors in colliery work by reason of their great adaptability, mobility, easy replacement, low initial cost, and low maintenance cost. Anything involving high capital outlay cannot be borne by the mining industry to-day. Questions of safety of mines also preclude a general adoption of means or material, such as electricity or petrol, in underground workings, and power generated on the surface is expensive. Moreover, steep gradients as in South Wales Mines and the occurrence of faults in the seams—"risers" and "dippers"—are best negotiated by horses and ponies. All kinds of small horses and ponies are in use, and as a rule prices are low. In the South Wales Collieries

a very useful cross between a Shire horse and a low Welsh draught mare at a cost from £36 to £40 is used for the heavy gradients and big tubs, while for the easier gradients and low places the small Welsh Mountain ponies, price £28 to £32, are maintained. In the Northern Collieries, Dales and Fells ponies are liked both for conformation and temperament, and the old-fashioned Shetland is very popular. Females are not used, entires are preferred, especially in the smaller ponies. Dales ponies cost about £25, Shetlands £17 or £18. In cost of employment they are not comparable to any underground machinery. The average working life of a pit pony is eight years. Some have even as much as twenty years' working service to their credit, and there is on record in a Northern Colliery a pony after twenty years' service taking a prize at a show. They are not sent underground until four years of age, and under the Coal Mines Act of 1911 they must be tested with mallein to ensure freedom from glanders, which disease is now entirely non-existent in Great Britain. Care and management underground is covered by definite rules and systematic inspection.

V.—THOROUGHBREDS.

England is the fountain-head of thoroughbred stock, supplying the world with the best racing blood. Bloodstock has a commercial value to the country which far exceeds that of any other form of the horse-breeding industry. It owes its predominance to a National love of sport, and to the circulation of money by betting. As circumstances stand at present it is practically the only form of horse production that can be made to pay. What the actual money value represented by bloodstock is, when a stallion may be sold for £60,000, a yearling realise £14,000, or a brood mare £11,500, it is impossible to conjecture. Approximately, there are 60,000 registered mares, producing roughly 1,750 colts and 1,650 fillies for a year's output. In the United Kingdom and Ireland there are 684 thoroughbred stallions at the stud; 4,688 horses ran in flat races in 1927, and roughly 3,500 under National Hunt rules in 1926-

HORSE AS A NATIONAL ECONOMIC FACTOR

27, to say nothing of others that are in training or not mentioned in the Racing Calendar.

An idea of the volume of the turnover in this industry may be gathered from a scrutiny of the summary of yearlings' sales at Newmarket, and Doncaster in 1927, which yielded 516,578 guineas, or an average of 686 guineas; the December sales at Newmarket of mares, fillies, foals, and horses in training, which yielded 389,206 guineas, or 506½ guineas average. Stake money in England in 1927 was £741,928, that of the leading owner and breeder being £40,355, and his total for nine years since the War being £263,546; the leading trainer's tribute to ability for 1927 was £57,468; the splendid testimony of another trainer's career is stated at £801,530; money taken at the gate at race meetings in 1927 amounted to £789,000 (£940,000 in 1925); and last, but not least, from a National aspect, must be reckoned the expectations of the Chancellor of the Exchequer from Betting Duty at £6,000,000, but which realised the sum of £2,766,000 for the season ending October 31st, 1927.

The above will amply show the high degree to which racing has carried thoroughbred horse production, and the profit which accrues to the State through this agency. The position, moreover, is susceptible of improvement. The adoption of the Totalisator in this country, as in other countries, would not only produce more revenue, but, as would be fair and logical, it could be applied to the furtherance and prosperity of the horse-breeding industry in general, to direct contributions to race funds, to reduction of charges on owners, to better facilities for the race-going public, and towards a healthy aspect of sport altogether. In France, for instance, 11 per cent. of the Pari-Mutuel takings is deducted and in the main devoted to the augmentation of prize money and to horse-breeding. In Germany grants are made to race clubs, and breeders are assisted. In Italy, the taxation of bookmakers and Pari-Mutuels is applied to racecourse companies, and a percentage of the prize money of races goes to the breeder of the animal.

There seems no reason, too, why percentages of sweeps, if permitted in this country, should not be devoted to the interest of the horse as well as to human charitable institutions.

The subject of thoroughbreds and racing is, however, so vast that space will only permit of reference to it in more or less general terms. It has an important bearing on other issues of horse-breeding, and in those issues it is to be hoped that whatever gain to the State arises from legislative measures which will tend to the improvement of blood-stock, it will be reflected on, and be shared by, those branches of the horse-breeding industry chargeable with the production of horses of utility, whether they are required for agriculture, commerce, the Army, or any purpose for which they are intended. If horses are made the objects or the basis of revenue, it would only be right that they, and the horse-breeding industry as a whole, should participate in the benefits attaching to such revenue.



SOME GENERALS I HAVE NEVER KNOWN

By "HYDERABAD"

I.—THE DRUM MAJOR GENERAL

I HAVE never met a Drum Major General. He was before my time. Not that he lived in Ruritania—he was in the English army. I have very little idea what he "did in the day-time," though I have tried to find out. I thought I might find some clue to his duties in the commission of Charles Stuart, who was drum major to the Third Guards in 1777, when he was appointed D.M.G. to the Forces; but it only enjoins him "carefully and diligently to discharge the duty of Our drum major general, by doing and performing all and all manner of things thereunto belonging or appertaining," which doesn't help very much. Still, it makes it sound all the more important.

He seems to have had some connection with the Gunners, for I find on further inquiry that "the kettle-drum formerly belonging to the royal regiment of artillery was mounted on a most superb and pompous wagon, richly gilt and ornamented, and drawn by 4 white horses elegantly caparisoned, with a seat for the drum major general."

And that's all I know about the D.M.G. Anyhow, he was up to the general standard.

REFERENCES: (1) Grose, "Military Antiquities, 1786-8"; i. 314, note.
(2) James, "Military Dictionary, 1812"; *sub. tit.* Drum Major.

II.—THE MEDICOS, IN GENERAL

The medicos were rather a mystery, and none of the present ones seem to know much about it. The military-medical hierarchy is pretty complicated nowadays, and I suppose that is

why they won't admit that it may have been just as intricate an organization two hundred years ago.

But the fact remains that late in 1714 a Physician-General was appointed to the Forces; early in 1715 a Chirurgeon-General; and in 1727, if not earlier, an Apothecary-General.

What did they do? Did each of them have separate well-defined jobs? Nomenclature and the use of particular words were getting quite precise by that time; and I do not think that the three titles were used at random.

And why is Samuel Barrowe not included in the "Dictionary of National Biography"? He was a friend of Milton; physician-general to Monk's army in Scotland during the Protectorate; and, after the Restoration, not only physician in ordinary to Charles II (in which capacity he must have brought into the world many little dukes-to-be), but also judge-advocate-general to the forces. A double general, both in law and medicine, which must in itself be a "record"—and yet the D.N.B. has left him out! A friend of Milton's—yet the D.N.B., with all its surfeit of purely literary detail, has passed him over. Why?

REFERENCES: (1) Dalton, "George the First's Army, 1714-27," London, 1910.

(2) "Bulletin of the Institute of Historical Research." Vol. VI., p. 182.



"An two men ride of a horse, one must ride behind."

(Much Ado about Nothing, III., 5.)

"SHAITAN," THE BOAR

(From a pre-War Diary)

BY "CAPTAIN HOOK"

God gave the horse for man to ride
 And steel wherewith to fight,
 And wine to swell his soul with pride,
 And women for delight ;
 But a better gift than these all four
 Was when he made the Fighting Boar.

Julian Grenfell.

IN the Neemuch district the mighty Boar was hunted during the winter months.

It was R——'s last day of duty as British Officer of the week. As he passed through the ante-room of the Mess after breakfast, the sight of a copy of the "Daily Punch" (in official parlance Regimental Orders) reminded him of the fact that he had omitted so far in his tour of duty to visit the Regimental Hospital.

Having collected the Indian Orderly Officer of the day, he rode with him across the maidan and dismounting wrote his name in the book and stayed awhile for a chat with "Doc" in the verandah.

Doc was relating in his usual cheery way how, whilst out shooting partridges the previous evening, he had been chased by a pig, when a small procession of village folk appeared in the offing apparently making for the hospital and bearing something or somebody on a charpoy.

"Lash hai,"* said Risaldar Shuiji Singh the Orderly Officer.

* It is a corpse.

The little band approached, set down their burden and, salaaming to the Sahibs, they one and all commenced jabbering excitedly.

From the chief spokesman it was finally elicited that the occupant of the charpoy was an elderly gentleman of their village who had been attacked whilst working in a field by a boar, as usual, the size of a polo pony.

Doc examined the patient to find a terrible gash in the right thigh and another in the stomach.

Calling the Assistant Surgeon, between them they bandaged the poor fellow up and sent him to the Cantonment Hospital across the way, where he died the same evening.

D——, the Tent Club Secretary, on hearing the story, decided to change the next day's meet and to go to Naogaon village the scene of the tragedy. Arrangements were made accordingly.

Ere daylight dawned the following morning, eight "spears" boldly faced eggs, bacon, and coffee at the Cavalry Mess and drove in the four-in-hand to Naogaon, a distance of five miles only.

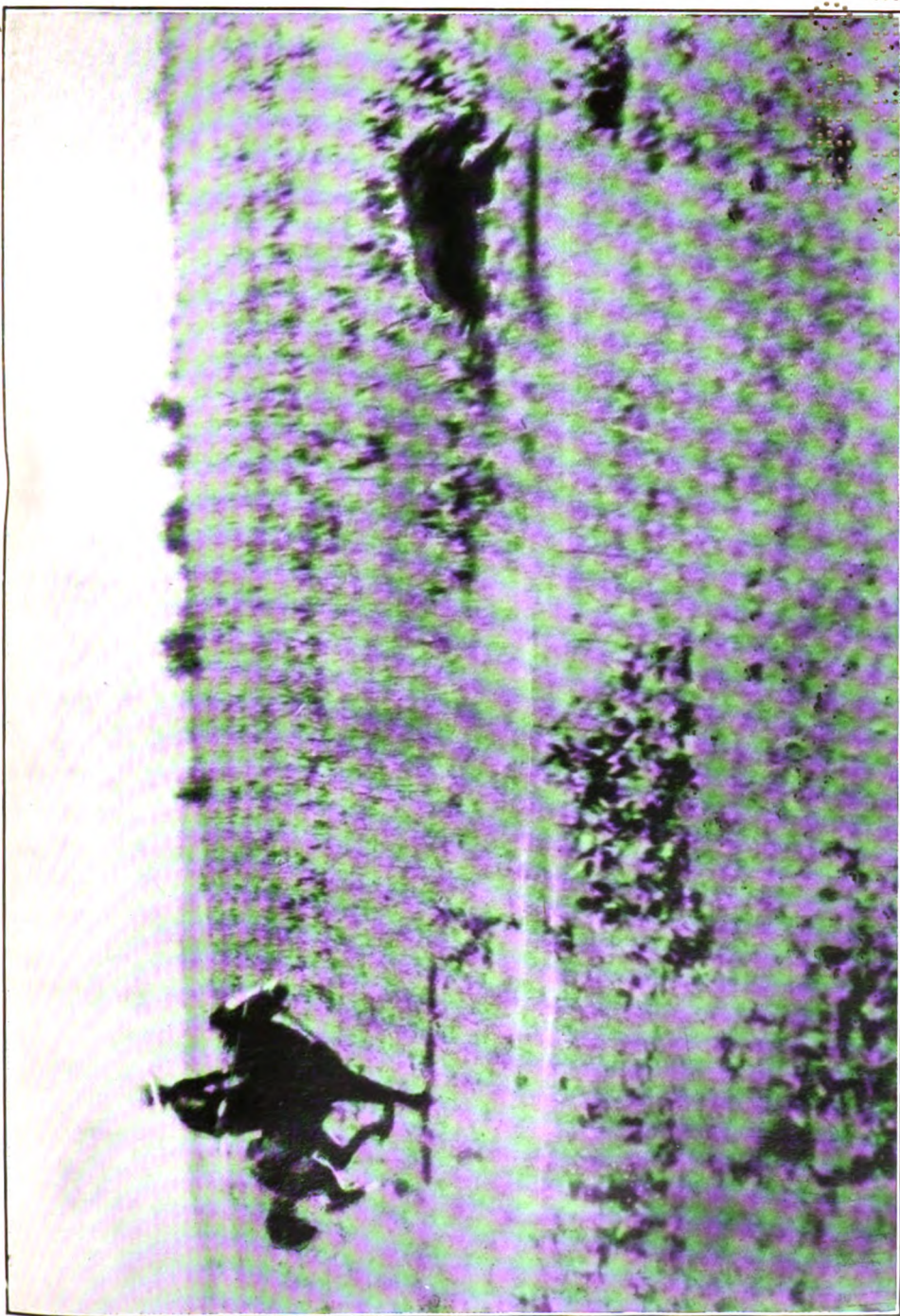
On arrival there Majanoo (something in the old man's appearance caused R—— to rebaptise him in the name of Macnab), the head man of the village, appeared together with about one hundred beaters.

After describing this "Shaitan" of a boar which had, it seemed, increased in size during the night to about seventeen hands, he pointed out where the villain most likely lay up.

The line strung out and the beat commenced, the various heats moving with the line.

Barely ten minutes had elapsed when a shrill whistle sounded some distance away behind the line. A Camel Sowar was seen padding along towards the left rear frantically waving his red flag. Away galloped the nearest heat to kill a very game boar of about 30 inches.

Sport was then fast and furious and on return to Naogaon for breakfast, or "Brunch" as some people term it, four good boar had been accounted for.



A REMARKABLE PIG-STICKING PHOTOGRAPH

The above is a reproduction of an old chance snapshot taken by (then) Captain Henry, 12th Cavalry, Indian Army, at Fyzabad, in 1912. The officer depicted in the photograph is Captain (now Colonel) G. C. L. Kerans, D.S.O., I.M.S., at that time Medical Officer to the 12th Cavalry.

This photograph has been kindly forwarded to the CAVALRY JOURNAL by Major H. S. Phillips.

Macnab came and inspected the bag, shook his head in a truly Scotch manner and announced “The Sahibs have done very well, but they have not slain ‘Shaitan.’ He is the king of all those devils who destroy our poppy fields.”

The afternoon beat produced one boar, but Shaitan was not.

Weeks passed during which some very good pig-sticking was enjoyed. The Phantom Boar had been almost forgotten.

Shortly before Christmas, Doc and R—— chanced one evening to find themselves on the outskirts of Naogaon walking up partridges when their attention was drawn to a weird moaning which seemed to emanate from a clump of cactus a short distance away to the front.

They approached, to find a pariah dog practically disembowelled. Doc ended the poor creature’s misery.

As they neared the village who should they see but Macnab hastening towards them. Shaitan had again appeared, two village dogs had given chase and enraged him, whereupon he had ripped them both and attacked an old woman gathering sticks.

Recognizing Doc, Macnab implored him to come and save the woman. Alas, she had passed away to her Hindu heaven by the time he reached the humble dwelling. It was quite obvious, said Doc, that tushes had been the cause of this second tragedy.

“Gharib parwar”* beseeched old Macnab, “do make the Sahibs come again, we must be rid of this terrible Shaitan. I will set men to watch. I will collect five hundred, a thousand beaters! I will pay for them.”

R——, who was then acting as Secretary of the Tent Club, said he would arrange to beat all around the neighbourhood the following Thursday.

Just then, R——’s Rajput orderly, Nahar Singh, asked to be allowed to point out the tracks of a very large boar. R—— and Doc went to investigate and came to the conclusion that he must be a real “big ’un.”

* Cherisher of the Poor.

Thursday came and 7.30 a.m. found twelve spears in their allotted heats ready to advance with the line under the direction of R——. One hour . . . two hours . . . three hours passed. A few jackal, some peafowl, a hare and several black buck, but ne'er a sign of a pig, in spite of careful beating with the aid of fireworks. One more hour, and Brunch was suggested.

A disappointed party sat down and watched horses being watered and fed prior to starting on Pilsener beer themselves and a meal of eight courses should they require them. However, all insisted on being cheerful with the exception of Major X—— who, after attempting to stow porridge, sausages, bacon and eggs and some ham inside his field-officer's figure, announced that he did not mind a blank day, but it was the limit when a Tent Club Secretary failed to produce jam for breakfast.

Owing to shortage of horseflesh four spears only accompanied R—— to the starting point for the afternoon beat, and after two hours without a trace of a rideable boar, he was left with Risaldar Mul Singh, his orderly Nahar Singh, and a determined expression on his face.

The beat continued until late, when a halt was called and it was decided to collect the tired beaters and pay them their wage.

Nahar Singh came up with the bag of four-anna pieces, handed over the horses to a syce and proceeded to marshal the crowd in a queue when—suddenly! the chatter of the beaters stopped for a moment, then they scattered in every direction, falling over each other with shouts of "Soor! Shaitan!" A cloud of dust, a horse on its back kicking wildly, a syce being whirled round and round in his endeavour to hang on to two horses. Woof! Woof! and from the cloud of dust emerged none other than Shaitan—obviously Shaitan.

Crest up and tushes gleaming he made off, leaving a thin trail of dust, over the open fields: A magnificent boar.

R—— and Nahar Singh were mounted and away in a twinkling hard on the heels of Mul Singh who, being already mounted, was riding like a true Rajput some three hundred yards behind the quarry. Over banks, a thorn fence and a nullah they

galloped when they recognised a lane immediately in front bordered by high cactus fences. Through the cactus went Shaitan like a bold hunter through a bull-finch. Pounded for the moment, after what seemed an age, a gap was found and away down the lane galloped the “spears.” Just as he was again viewed, round a bend came a bullock cart. A general mix-up took place in a cloud of dust. The pursuers arrived to find bullocks and driver unscathed. The cart with its pole broken blocked the lane.

Quickly dismounting, R—— and Mul Singh made enough room to pass and “forrard away !” A couple of hundred yards more and out into the open again. The three spread out, eagerly scanning the landscape to their front and flanks.

Hark ! screams were heard about half a mile ahead—Yes, that must be the boar, for women could be seen running through a cotton field. On again, across two or three fields to a nullah with water in it. There was Shaitan loping over the top of the bank on the far side.

The nullah was easily crossed and they were soon close on him. He went into a mango grove, halted, eyed his pursuers, and once again broke across the open. Mul Singh with a dash nearly came on terms with him. He jinked and Nahar Singh coming full tilt round the other side of the grove crashed into him. Another mix-up. Nahar Singh, horse and boar, rolling about like shot rabbits. R—— like a flash was there and dealt the enemy a nasty one. The old devil shook himself and went on as fast as ever, with a foot or two of spear left in him. In the middle of the next field he turned and charged Mul Singh slightly cutting his horse. Straight on charged the gallant old fellow to meet R——, and then he tottered, reached a thorn fence and with his back to it sat up and faced his pursuers.

R—— dismounting, handed his horse over to Nahar Singh, who had by this time come up none the worse for his rabbit-like performance, and proceeded to administer the “coup de grace.”

The next moment he beat all Public School and 'Varsity records for the “hundred” with Shaitan close on him. Mul

Singh, however, speared him through the heart and with a final gurgle of wrath this gallant boar died, game to the end.

R—— stood gazing upon him, evidently wondering whether he measured anything approaching the record boar of Nagpur, a photograph of which hung in the billiard room in the Mess and which was killed by a heat of three of his own Regiment. However, they would take him home to measure and weigh.

A camel arrived on the scene and with the aid of some coolies who accompanied it, the remains were slung on. The camel got up with a struggle not at all pleased with this extra burden and the little party wended its way slowly in the direction of Naogaon once more.

Mul Singh wore a smile which he could not take off, whilst Nahar Singh in rear could not refrain from muttering at intervals that he hoped Shaitan had left a thousand sons like himself.

Soon Macnab, looking more Scotch than ever, was seen approaching at the head of a procession of men, women and children, to the music of cymbals and tom toms. He salaamed to the ground, embraced the feet of all three in turn, invoked the Almighty to make them Lords and expressed a desire that each should be the father of many sons. To the accompaniment of the music and chanting the three were led to the village green (or rather brown) and offered country liquor.

By this time darkness had descended and home was the order, when Macnab in a hushed voice enquired of R—— as to what time Shaitan had departed this life.

Curious at this question, R—— replied that he thought it must have been about half-past four. Then, said Macnab, "Truly Shaitan must have been possessed of a devil, for a little time before that hour one of your honour's soldiers was killed by the explosion of a bag full of fireworks he was carrying."

"Give me another horse : bind up my wounds."—(Richard III., Act. V.)

THE METROPOLITAN MOUNTED POLICE

By PATRICK BAGGALLAY.

PART II.

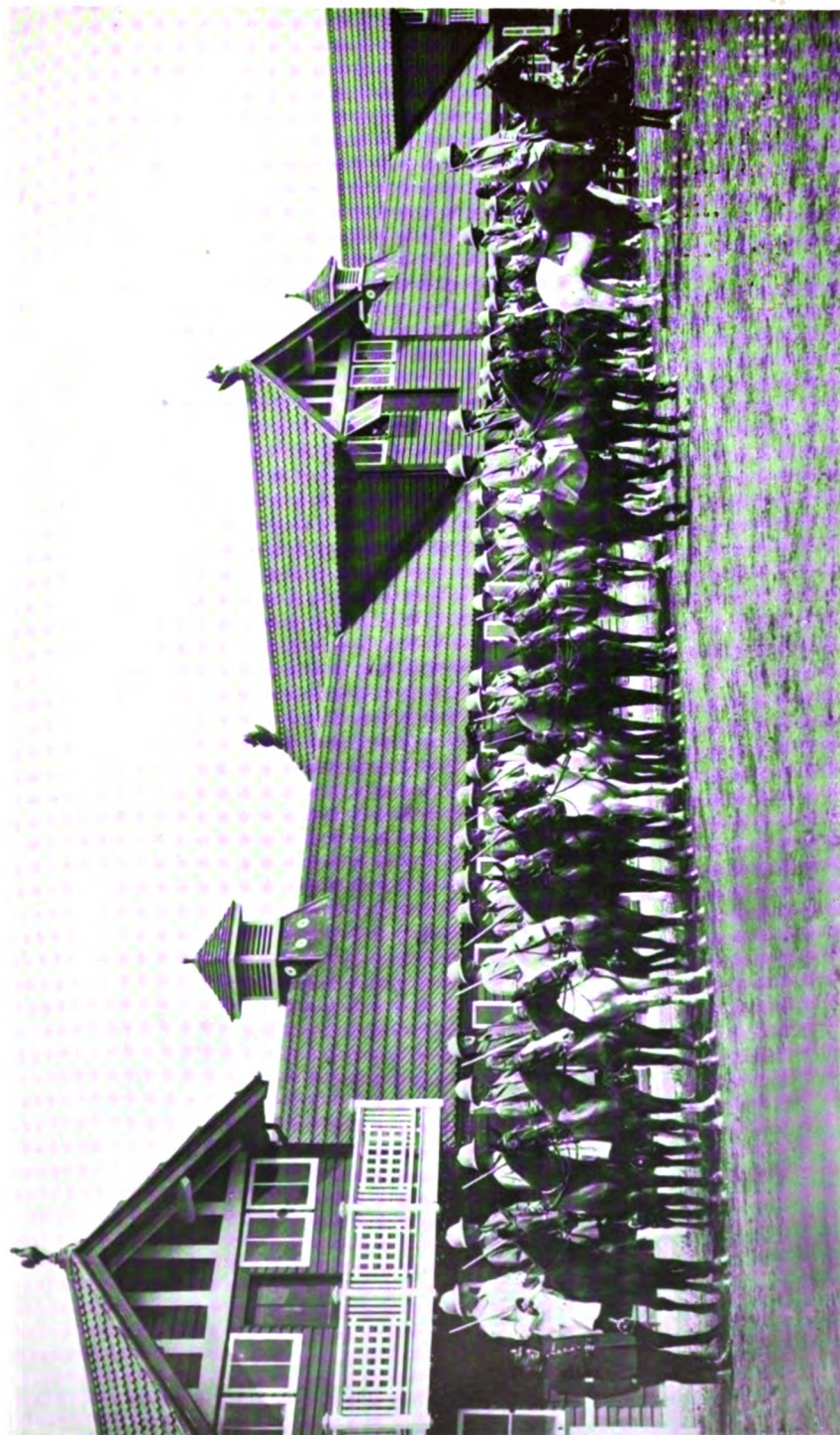
The School of Equitation.

In pre-war days the training was much handicapped owing to the fact that there was no riding school or training ground. This has now been remedied, as General Sir Nevil Macready, with the authority of Mr. Edward Shortt, who was then Home Secretary, acquired at East Molesey some thirty-four acres of sound grass land at an extremely favourable price. This was made into a training ground and is now known as Imber Court. On this land were built stables, isolation boxes, a riding school, a forge, forage sheds, a saddler's shop and all the necessary aids required for an up-to-date training establishment. The stables, designed on original sanitary lines, are fitted with the most ingenious and economical innovations. The training staff, who train the remounts, or remake horses from the ranks, all the year round, occupy the living quarters adjoining the stables; during the Spring and Summer months one wing is used entirely by trained men from Divisions, who attend, with their horses, a two weeks' refresher of instruction.

The stables which were built in 1921 are probably the only stables in existence wholly constructed of concrete. *Economy* in the actual building, and in labour when built, was the keynote of the scheme. The Right Wing is used by the permanent staff for the training of remounts, the Left Wing for the annual refresher course. At the South end of the stables are large airy saddle rooms, while at the North end a door opens into a passage leading to a forage room and a large drying shelter for bedding. More than half of the yard is covered by a triplex glass sky-light, and the bottom halves of the stable

windows are washed over with a green solution to save the horses' eyes.

The arrangements for drainage, ventilation and sanitation are excellent. The partitions of the stalls do not follow the line of the horse in the usual manner, but are higher than the ordinary partition and come straight back. This has been found very practical as the horses stand very much quieter; they feed more comfortably and "do" themselves better generally. Feeding and watering is arranged, as Nature decreed, *off the ground*; concrete bowls are built into the corners formed by the partitions with the back wall, one bowl for water and one for feed. The water bowls are fed from a tank in the saddle room, regulated by a ballcock. The feed bowl is slightly yoked out to facilitate cleaning and to enable the horse to get his lips easily to the bottom. The advantages of this arrangement are many. To quote only a few: the water is always the same temperature and always available; there is no waste of food, and that food is well digested because it is eaten more slowly and deliberately; there is no crib-biting, no wind-sucking, no injuries to knees caused by mangers nor any of the other maladies attendant on the usual feeding arrangements. Every edge is bevelled and all angles are filled in with concrete which favours sanitation and eliminates all possibility of injury. The horses are tied up by a patent arrangement which gives the maximum of freedom with a minimum of noise. A groove three inches wide is cut in the centre of the back wall from the floor upwards to the level of a manger. In this groove is a weight, somewhat similar to that of a small grandfather clock; it slides up and down quite noiselessly, since it is encased in a piece of ordinary rubber piping. At the top is a small roller over which the leather ream runs; this is attached to the weight by one end and by the other to a length of chain with the usual swivel for fastening to the headstall. During the whole time Imber Court Stables have been in use not a single horse has ever been cast. No horses have ever got loose nor have they ever suffered from any galls of any description. One can stand in the stables at feed time and hear hardly a sound, yet there



Photograph by The Sport & General Press Agency, Ltd.

**POLO PLAYERS ENROL EN MASSE AS SPECIAL CONSTABLES IN THE
MOUNTED SECTION AT RANELAGH CLUB.**

Polo Specialists on parade in front of the stables at Ranelagh.

are 23 horses in the stable! It would be very hard to find a more efficient method of tying horses in a large stable.

As far as is possible everything is concentrated under one roof and by this means much labour is saved and the disadvantages of inclement weather are avoided. Over each Wing and over the Administrative Block are four flats for the married members of the staff. Between the saddle rooms and the Administrative Block are two rooms; one is used as a grooms' rest room and is fitted with a sink, a gas ring and the usual appurtenances; the other is a cook house containing two large gas-heated boilers with water laid on, and racks are fitted round the walls for the stable utensils. The forage room at the north end of the Refresher Course Stable is fitted with a complete electric apparatus for bruising and crushing corn, cutting chaff and cleaning the forage. There is a portable apparatus also for grooming by electricity though this is not for everyday use but for special occasions and electric massage. These installations have proved very economical, and extremely valuable in contributing towards the efficiency of the Stables. Bruising the oats and cutting the chaff by electricity has alone enabled a reduction of two civilian strappers per year. The Administrative Block consists of a Pharmacy and an Office for the Police Officer in charge on the left side of the archway and on the right is the Office of the Deputy Assistant Commissioner, with a lavatory adjoining it.

Further down the avenue and some yards beyond the stables is a full-size Riding School with a gallery and a store. On the near side of the School are three out-buildings, a work shop (as Imber Court is self-supporting), a garage for the motor tender, and a forge with standing for three horses. Beyond these buildings is a self-contained Isolation Block and Sick Lines. Further down the avenue are three large summer loose boxes, a cinder manège, enclosed by a gorse bank and two jumping lanes. There are also two water meadows for turning horses out to grass. Hidden in a group of trees and well away from all the buildings, is a large concrete manure pit, consequently there are never any flies in the stables. Grass lawns

bordered by shrubs and flowers face the main building which is covered with many kinds of creeper. The whole establishment gives an impression of elaborate neatness and care which might at first sight seem to be unnecessary, but the result of taking such infinite pains in every way is to produce an impeccably efficient and smart body of men.

The Curriculum for the Annual Training.

On arrival at Imber Court each Mounted Officer reports to either an Inspector or a Sergeant. He is then inspected by both these Officers. Marks are awarded, due allowance being made for the distance travelled by each man. The Competitions are held on the concluding days of each class. The marks awarded are published on the notice board on the following Monday.

Competition "A."

Condition and general appearance of horse ...	10
Condition and general appearance of saddlery ...	10
Rider's general appearance and turn out ...	10
<hr/>	
Full marks ...	30
<hr/>	

Full regulation saddlery is worn excepting collar chains; water-proofs are either worn or carried rolled on the saddle.

Dress: Cap, best serge, pantaloons, jack-boots, spurs, whistle, leather gloves.

Competition "B."

Heads and posts, maximum points ...	22
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Competition "C."

Lance, sword and revolver, maximum points ...	36
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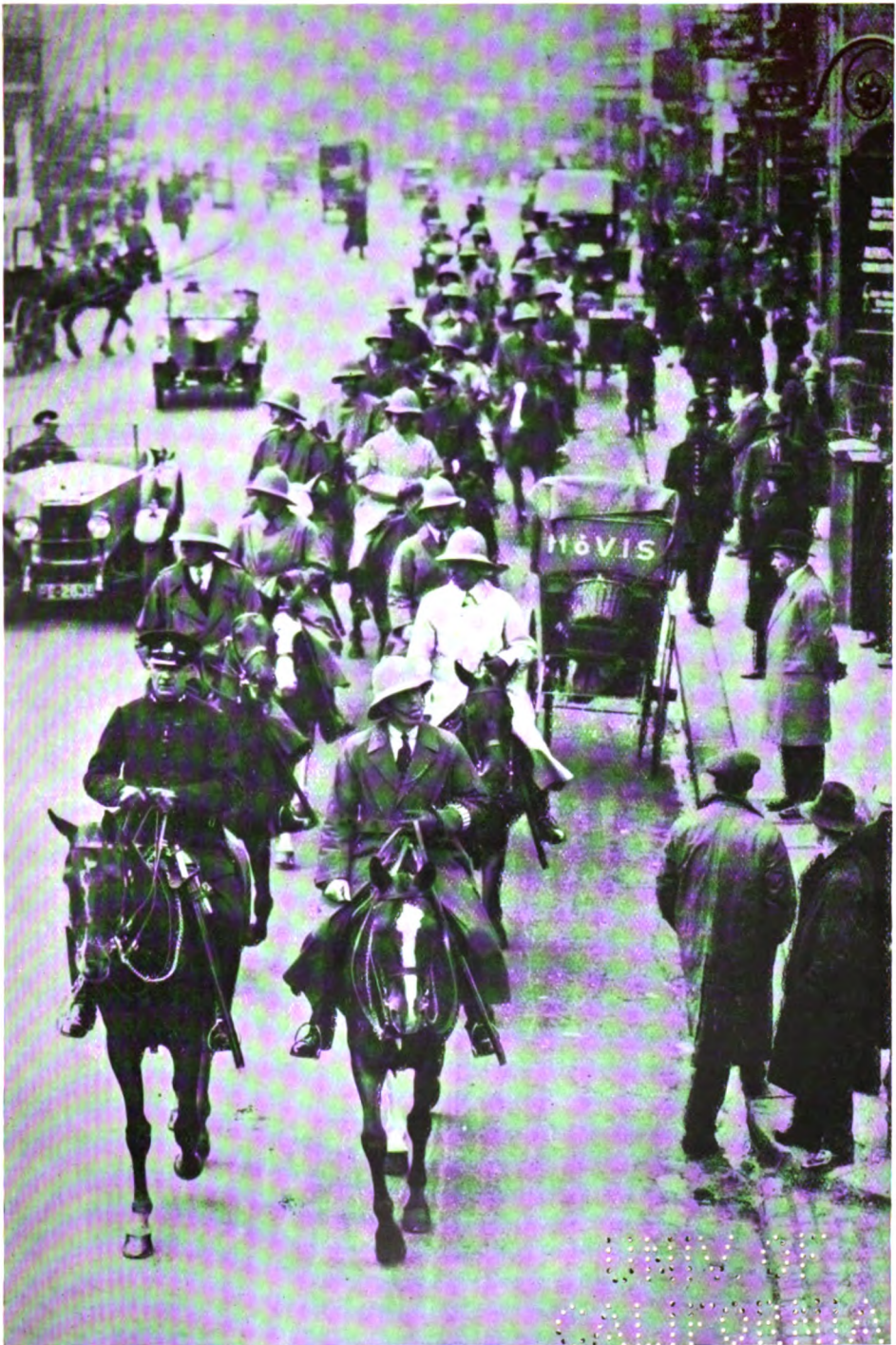
Competition "D."

Handy horse, maximum points ...	25
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Competition "E."

Push ball competition. 2 points for each goal scored by the winning team.

On the termination of the Annual Training the winners of the Competitions held on the 1st day and concluding day of each class excepting Competition "E" return to Imber Court for one day to compete for the prizes.



Photograph by The Sport & General Press Agency, Ltd.

STRIKE SCENES IN LONDON.

Polo players from Ranelagh Club, enrolled as Special Constables, riding polo ponies through the London streets.

70 544
A 550 340

TIME TABLE.

<i>Time.</i>	<i>Duties.</i>
6.30 a.m. ...	Feed.
7-7.30 a.m. ...	Stables "mucked out" by resident men.
7.30-9 a.m. ...	Stables, Grooming, including Whipping.
9-9.30 a.m. ...	Change, Saddle up ready to turn out.
9.30 a.m. ...	Turn out.
9.30-12 a.m. ...	Equitation.
12 noon-12.30 p.m.	Grooming.
12.30 p.m. ...	Feed.
12.30-1.10 p.m.	Change and dinner.
1.10-1.40 p.m.	Squaring off kit and stables.
1.40-2.15 p.m.	Grazing.
2.15-2.30 p.m.	Bed down and set fair.
2.30-3 p.m. ...	Lectures.
5.30 p.m. ...	Feed.
7 p.m. ...	Feed.

*1st Week.**Riding School, or in open Manège.*

Each class not to exceed 14 men and horses.

9.30-10.30 ($\frac{1}{2}$ hour in each).

Body Exercises: The Aids; correctly applied at the walk, trot and canter.

Turns: Bending lesson; reining back; $\frac{1}{2}$ passage and full passage. Circling; Figure of 8; Elongated Figure of 8; $\frac{1}{2}$ figure of 8; Standing stationary properly balanced; Mounting and Dismounting without any movement of the horse; "Standing in front of the horse"; "Running a horse"; Riding without stirrups for 10 minutes; an additional 10 minutes daily up to one hour.

Outside.

10.30-12.

Drill: Dummy and ball thrusting at the walk and trot; attack and defence *v.* weighted sacks; wedge formation; high stepping; lead horses; trotting and walking a measured track; figure of 8; horses leaving the ranks. Drill.

Traffic Training: All street nuisances—trams, motors, trains. Level crossing gates; overhead bridges; "water splash"; passing fire and smoke; aeroplane; pushing and riding off a crowd; a motor tender discharging parcels; bagpipe music; fluttering paper; traffic signals mounted.

Jumping: Horses round "one man" circular lane, and straight lane. "Tan-Tivi" course.

2nd Week.

Riding School, or in open Manège.

Each class not to exceed 14 men and horses.

9.30-10.30 ($\frac{1}{2}$ hour in each).

Truncheon Drill: The above exercises with drawn truncheons. Jumping in school by sections.

Outside.

10.30-12.

Haute Ecole; cantering on a given leg on a straight line; changing legs; the bending track; riding up and down stairs; jumping; tent pegging; lemon cutting; rushing up to a horse with a stick; heads and posts; lance, sword and revolver; opening and shutting a gate; picking up dummies.

Handy horse competition.

Push ball.

Lecture in Lecture Room.

2.30 p.m. to 3 p.m. three times each week.

Grazing 1.40-2.15 p.m. (daily).

There is one lecture in each course on the following subjects: "Selected," "Fitting of Saddlery and Shoeing," "Horsemanship," "Timing, Jumping, etc.," and "Horsemastership" by members of Imber Court Staff.

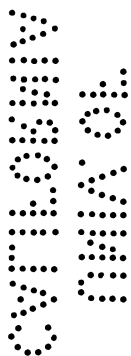
One lecture of 30 minutes' duration per fortnight is given by a Veterinary Surgeon on "First Aid Hints for Injured Horses," and two lectures on "Reports for summonses re Traffic Offences" by an Inspector from Peel House.

Two days each week a saddler from the Receiver's Store attends the Saddlers' Shop.

All Mounted Officers below the rank of Inspector, including uniform strappers, attend Annual Training, but exemption is



P.C. Scorey, Trumpet-Major Metropolitan Mounted Police, late Trumpet-Major Royal Scots Greys



granted by D.A.C.A. when an Officer is in his last year of service or has recently resumed duty after suffering from severe or prolonged illness. Approximately 10 fortnightly classes are held beginning in the middle of April and ending in the middle of September.

The duties of the Mounted Branch consist in regulating crowds on ceremonial occasions, preceding, following and escorting all processions, escorting members of the Royal Family when driving in carriages, and maintaining order at public meetings in Trafalgar Square, Hyde Park and elsewhere, and on all occasions of unrest.

In pre-war days the mounted men were chiefly employed carrying despatches and on long distance patrols on the outskirts of London. Last year, as may be seen in the Commissioner's Annual Report, they were employed on 412 extra occasions for different purposes.

Their extraordinary value has been proved on many occasions such as The Victory March, The Dedication of the Cenotaph, Royal Weddings, the Wembley Cup Final, the Wembley Exhibition, the General Strike and the Thames flood in London this year, but they do equally effective, if less spectacular, work in traffic patrols.

Mounted Traffic Patrols.

Each Mounted Patrol carries in his wallet a "first aid dressing" to render immediate aid in cases of street accidents to either human beings or dumb animals.

The value of mounted men on well-trained horses for the control of traffic has been continually proved, for a mounted man can see so much more of the traffic, both in front and behind, than a dismounted man on point duty. This higher view point is one of the reasons for the traffic towers in America and for Chief Constables now placing foot men, employed on traffic, on platforms giving a wide range of view. Nearly all foreign countries have imitated us by employing mounted Police for traffic duty.

As the mounted men ride in the middle of the road they are the better able to detect traffic offenders, and they facilitate the

flow of traffic, because they can quickly disentangle blocks. Also mounted Patrols are able to see the cause of obstruction, and being mobile can rapidly overtake offenders, or remove the cause of obstruction.

They are able to ride in and out of stationary traffic at cross roads making it conform to the regulations, and "packing it close" so as to be ready to move forward when the signal is given; also they can push all slow moving traffic off the centre of the road.

The following is a table for the use of traffic patrols :—

Duties.

- To refuse certain roads to traffic.
- To disentangle muddles.
- To control speed.
- To direct traffic.
- To hold up traffic as necessary.
- To prevent infringements of Traffic Regulations.
- To see that "Rules of the Road" are observed.
- To make the official traffic signals.
- To encourage the filtration of traffic at cross roads.

The Rules of the Road.

- Keep to the left.
- Overtake on the right.
- Overtaking traffic must give way to meeting traffic.
- Vehicles on the Main Road have right of way over vehicles entering from the side.
- Horsedrawn vehicles moving uphill have right of way over vehicles moving downhill.
- Slow-moving vehicles must give way to overtaking fast-moving vehicles.

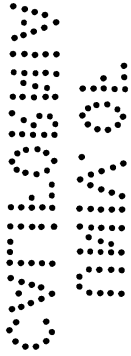
Road Discipline.

- Strict observance of "Rules of the Road."
- Compliance with instructions of Patrols and Pointsman.
- Vehicles never to overtake halted or slower moving vehicles until they are assured that the road is clear for their advance.
- A wise selection of halting places so as to avoid congesting other traffic.



Photograph by The Sport & General Press Agency, Ltd.

**RANELAGH CLUB ANNUAL HORSE AND POLO PONY SHOW AT RANELAGH.
General view showing the Police Class parading before the Judges in the Ring.**



The Regulating of Traffic by Patrols.

All Patrols must be men of action ready to deal instantly with blocks and temporary checks; they require to be level-headed and good-tempered in the execution of their duty.

They must remember that traffic cannot stop at once.

They should give drivers time to pull up.

They must give their signals early.

They should give preference to traffic on an incline, especially horse traffic.

They should look out for drivers' signals and act at once.

They should never get excited, for flurried signals only flurry drivers.

They should not bully drivers if they make a genuine mistake.

It is essential that they should know and understand :—

The common rules of the road.

The authorised signals and how to make them correctly.

Speed limits.

The direction of traffic circuits.

Where the various roads lead.

Priority of classes of traffic. As regards priority, the main object is to clear the traffic and keep everything constantly moving. When possible always get the fast-moving traffic ahead of slow-moving traffic.

Common Causes of Blocks.

No filtration at cross roads.

Troops on the march.

Crawling taxis.

Lorries (those behind overtaking can't see in front of them).

Lead horses, or horse-drawn vehicles.

Double and treble banking.

Vehicles halting or turning on a single way road.

Lack of knowledge of drivers.

(a) They don't know their destination.

(b) If they do, they don't know the way to it.

(c) The road has not been traversed before by them.

Unloading on one or both sides of a traffic road.

Drivers on approaching road junctions do not make a signal indicating the direction in which they wish to proceed.

Broken-down vehicles.

Level crossings, drivers of vehicles "double bank" and commence passing over before both gates have been opened.

Secret of Success.

Act quickly and with decision, and don't allow any order given to be disobeyed; never indulge in an argument.

Be polite.

Changes in Uniform.

The helmet is now only used for special occasions, it has been replaced by a cap, and the cloth cape and waterproof apron have been replaced by a 2nd horseman's dark blue hunting waterproof with an apron attachment, which is rolled on the front of the saddle. The old pattern great coat has been replaced by a blue "British warm" pattern coat. These changes in kit alone have been the means of saving the ratepayer some pounds per man per year, and in addition to this economy have given increased efficiency, while at the same time ensuring additional comfort to the riders. The pattern for pantaloons has also been changed and a more suitable cut and material selected. The jack boots are now fitted, and one set of trees is provided for every stable of six or less and two sets for a stable of over six.

The saddlery, which was of an antiquated description, has been entirely overhauled and brought up-to-date with a preference for utility rather than show.

A new wallet, with special interior attachment, has been issued, and has proved satisfactory and of greater service than the old issue. The short truncheon has been replaced by a "single stick," a better weapon from the point of view of both rider and horse.

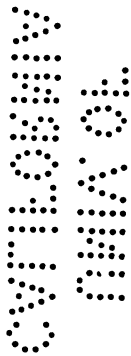
Dress Number 1 consists of cap, tunic, whistle, medals, white gloves and a black waist-belt, blue pantaloons, and jack-boots with hunting-spurs. In Dress Number 2 a "blue serge" is worn instead of the tunic, whistle, brown gloves instead of white and no belt. The eight Trumpeters have blue and white



Photos by Alexander Corbett.

HEADQUARTER ORDERLIES





aigulettes and silver trumpets with bannerettes emblazoned in blue and silver. The Mounted Orderlies wear black patent-leather pouch-belts with silver ornaments and waist-belts with sword slings to match, while the Dismounted Orderlies wear overalls. (See illustrations.)

Horse Shows.

In 1920 at the Richmond Royal Horse Show the Metropolitan Mounted Police not only won the King's Cup for the best-trained police horse in England, but were also placed second and third in the same class. In the class for the best turned out man and horse they again won all the prizes. At the International Horse Show, held in Olympia, they repeated their success by taking fourteen prizes out of sixteen, including the first in each class. Visitors to the Show were so impressed with this standard of excellence that a distinguished Swedish Officer and an American (well known in sporting circles) presented £50 for extra prizes. During the following years this high standard has been maintained.

For the first time a Police Musical Ride and a Dervish Display was given in public at Wembley; Olympia, the Richmond Horse Show, Ranelagh, Watford Horse Show and the Berkshire Constabulary Sports, are a few of the places where this brilliant display of horsemanship was given by these fine horsemen.

The *News of the World* paid this tribute to the Mounted Branch :—

“But Londoners see all too little of the Mounted Section of the Force. Occasionally a splendid horseman, mounted on a fine charger, can be observed in the Strand, keeping a watchful eye upon the traffic, or in the outskirts on patrol, the admiration of the community which he serves so well. The Mounted Section of the Force comprises men of many parts and contains some really brilliant comedians. At Watford Horse Show, which is rapidly becoming one of the foremost exhibitions of its kind in the United Kingdom, the Mounted Division of the Metropolitan Police gave a wonderful display. Seven to eight thousand people greeted the performance with rounds of

applause, which were richly deserved. Even when the echo of the plaudits was still sounding, into the arena burst a horde of Dervishes on foot and another horde on horseback. These were Metropolitan policemen disguised in grease paint and flowing robes. They created noise enough for a multitude and added verisimilitude to their performance by singing and playing a Dervish chorus. Then they gave a wonderful display of horsemanship and tent pegging."

The first Metropolitan Police Horse Show was held in 1920 by permission of H.R.H. Princess Louise, in the paddock adjoining Kensington Palace. The two Judges were the late Sir Charles Fitzwilliam, Crown Equerry, and Colonel W. Selby Lowndes, M.F.H. Her Royal Highness presented the prizes. In 1921 the first Horse Show to be held at Imber Court took place. H.R.H. Princess Louise honoured the Show with her presence and presented her Cup for a competition between districts. The Show has steadily grown each year, and Cups to the value of £2,000 are offered annually in competition. These have been presented by admirers of the Mounted Branch.

The Imber Court Horse Show takes place at Imber Court on two days in the middle of July. The show ring is a perfect grass ring surrounded by trees, about two-thirds the size of the Richmond Royal Horse Show Ground. There are three enclosures and a promenade.

The programme consists of some open events, including a Coaching Marathon (over an ideal course starting and finishing on the Show Ground) and a competition for Four-in-Hands—the entries for these events have been always excellent. There are also events open to H.M. Forces, a competition *v.* the Military Police consisting of six events for handsome challenge cups, a display consisting in either a Musical Ride, an Activity Ride or a Dervish Exhibition; Bending, Trotting and Loyd Lindsay Races, Musical Chairs, Sword, Lance and Revolver competitions and Haute Ecole competitions. Such well-known judges as Lord Lonsdale, Lord Desborough, Sir George Hastings, Generals Sir Edward Bethune, John Vaughan, Sadleir Jackson, Geoffrey White, Freddy Cavendish,



METROPOLITAN MOUNTED POLICE MUSICAL RIDE, RANELAGH 1926

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Colonels The Hon. Algernon Stanley, Geoffrey Glyn, McTaggart, Selby Lowndes, Majors Gore Lambarde, Toms, Faudel Phillips and many others have honoured the Show by their services.

The Show is well patronised and has been honoured each year with the presence of Royalty and evokes the greatest interest among not only those competing but also the general public.

Each District also has organized Sports which they have developed from small beginnings and which are now held annually.

The Police Service as a Career.

There is a splendid opening in the Metropolitan Police for good ex-Service men.

The new rates of pay have made a career in the Police an exceptionally good one for all young and healthy men, and a considerable number of ex-Army Officers have joined the Force. There are not many openings for a man of twenty in which he can start his career at 70/- a week with free quarters, uniform, and medical attendance, with an open road to advancement up to £700 a year and a good pension for life after thirty years' service!

Such vacancies could, of course, be filled many times over, but the required qualifications are necessarily high. A good all-round physique and a minimum height of five feet eight and a-half inches* are the essentials, while a reasonably good education is also expected.

The opening is well worth the attention of men who have been accustomed to an open-air life, who do not wish to return to occupations which service life have rendered uncongenial, and who are on the look-out for a career with excellent prospects of being able to provide for the responsibilities of bringing up a family.

* This reduction in height took effect from the 1st of January.

(Conclusion.)

"THE LOBSTER POTS."

By SIR GEORGE NOBLE.

SEEING a brief reference some time ago regarding the old Indian Troopships—or "Lobster Pots" as they were irreverently called—and as I made my first voyage to India in one of them nearly 50 years ago, on my way to join my old regiment, the 13th Hussars, perhaps some account of them and the life on board ship may be of interest to your readers.

First of all, as regards the ships. They were five in number: "Euphrates," "Jumna," "Serapis," "Malabar," and "Crocodile." They were painted white with a distinguishing line running roughly level with the main troop deck (blue, red, green, black, and yellow, respectively). They were decidedly handsome boats, driven by a single propeller, and having three masts. They were about 6,000-tons displacement (in those days a very large boat), and steamed at the majestic rate of about ten knots. The sails were sometimes used as adjuncts to the propeller, if the wind was favourable; but the ships could make no headway when the sails were used alone. At least, on the only occasions I saw it tried, they invariably came up head to the wind. They were good sea boats, but being very high out of the water and carrying no cargo they rolled a good deal. They carried in a full ship some 2,000 souls, including a crew of some 200-250 men of the Royal Navy—being Government vessels.

The trooping season began in September and ended in April. East of Suez, especially at the beginning and end of the season, the heat was terrific, and with a following wind the

ship had frequently to be turned round to freshen the air on board when it became intolerably stuffy.

When I first made the voyage the boats were steered by hand; even the patent log was not in use, and there was no ice, electric light or fans. The food was bad and the cooking worse, and as there was no cold storage, there was no fresh fruit or vegetables; practically only potatoes and cabbages were carried. We laid in some oranges at Malta and sometimes fresh vegetables at Port Said.

The engines were constantly breaking down, or heating their bearings, but in spite of this they ran with the regularity of somewhat unpunctual omnibuses, and seemed to steer clear of accidents—until two of them ran ashore within a very short period of one another: the “Crocodile” in Tarifa Bay, and the “Serapis” on the Isle of Wight; but, strange to say, neither of the boats was seriously damaged.

To describe the vessel, from the point of view of the landsman, beginning, so to speak, at the top storey: The forecabin was used by the naval crew, and the poop deck astern by the officers. Below the forecabin, on the upper deck forward, port side, the crew had their sleeping quarters; and on the starboard side, the non-commissioned officers and men’s wives and children. Aft, there was the saloon under the poop deck, and opening on to it, on the starboard side, the naval officers’ quarters, and on the port side the military officers’ wives and children. On the main deck forward were the sleeping quarters of the non-commissioned officers and men, and aft, under the saloon, the officers. Below that again was the lower troop deck and aft, divided by a bulkhead, were the junior officers in what was commonly known as “Pandemonium”—and well it lived up to its name.

The troops on board were, of course, merely passengers, but in order to give them something to do—for as Dr. Watts says, “Satan finds some mischief still for idle hands to do”—some of the men were told off in watches to haul on ropes, etc., when yards were to be squared. A few sentries were scattered about, the most important of which was a sentry in the stern of the ship

who was to let go the life-buoy on the cry "Man overboard"; and there was one other over the married women's quarters to see that no man entered; with others in various parts of the ship.

As regards the officers, there was a Field Officer of the day, who had nothing to do, and a Captain or Subaltern of the day, to help him do it. In addition, a subaltern was told off to act as military officer of the watch, whose duty it was to make a round of the sentries every hour during his watch and then report that the sentries were alert and at their posts, to the Naval officer on the bridge.

There were no baths for the officers; but a salt water sail bath was rigged up in the morning, where they could bathe up to about 7.30, after which they had to return to their cabins and dress.

All lights were out at 10.0 p.m., and at that time the First Lieutenant, accompanied by several Naval ratings, the Field Officer of the day, the Captain or Subaltern of the day, and some of the Military non-commissioned officers, made a circuit of the ship. Starting from the bridge this procession went forward through the Naval men's quarters and then through the women's quarters. No woman or child was allowed to leave the women's quarters after 10 o'clock, and in the Red Sea or Indian Ocean the atmosphere there can be better imagined than described. We walked round the quarters, the inmates lying on their bunks with very little clothing on, and sometimes in "*puris naturalibus*"; and we were followed by a flow of Billingsgate. One would hardly believe that such a thing would be possible in these days. After coming out of the women's quarters we plunged down to the main troop deck, dodging under men sleeping in hammocks and stepping over those lying on the deck; then still further into the bowels of the ship to the lower troop deck. When we came up again we were dismissed; "and so to bed."

In the hot weather a great many of the officers and men slept on deck, but there was a certain drawback to this, as the decks were swabbed down at 4 o'clock, which entailed the collecting of one's pillow and blanket—or whatever one was

sleeping on—and retiring to the hot cabins below. The stern locker was a favourite position for officers to sleep, and as the ports at this part of this ship opened outwards and downwards, some officers slept on the ports themselves with head and shoulders outside the vessel. It was here that the ocean tragedy mentioned by Sir Robert Baden-Powell in his “Reminiscences of India” occurred. The unfortunate officer had evidently turned over in his sleep and fallen overboard, and the catastrophe was not discovered until the following morning.

One of the greatest ordeals which we had to undergo was the coaling of the ship, which took place generally at Malta or Port Said. Everything one touched was smothered with fine coal dust, and the ship and men on board were also covered with it. We could not get rid of this fine black dust until the vessel got to sea again.

In those days vessels only passed through the Canal during daylight. It took two days to go through, as we tied up all night. The journey between Portsmouth and Bombay, through the Canal, took about a month; or possibly a few more days in case of a breakdown, or when the ships called, as they sometimes did, at Queenstown for troops from Ireland.

In spite of all these drawbacks, we somehow led a very happy life on board; probably because in those days no one had thought of a more luxurious form of travel.

* * * * *

Since writing the above, Mr. Alfred Cochrane has kindly given me some information on the subject, culled from the “Illustrated London News” of 1867.

When first these ships began to ply between England and India the Suez Canal was not open. Two of the vessels used to carry troops from England to Alexandria, where a powerful paddle-tug and lighters conveyed the troops from the ships to the shore. They were then taken across country to Suez and transferred to the other ships which were waiting at the north end of the Red Sea.

The above-mentioned periodical states that the “Serapis” and “Crocodile” will be used for the first part of the

journey—i.e. between England and Alexandria—and the “Euphrates,” “Jumna” and “Malabar” will be employed in the second part of the voyage: namely, from Suez, through the Red Sea and the Indian Ocean; but adds, “This arrangement will be subject to alteration upon the completion and opening of the Suez Maritime Canal.”

(The formal opening of the Suez Canal took place in November, 1869.)



*CAVALRY OPERATIONS ON THE RUSSO-GERMAN
BORDER.*

Translated, by permission, from Major Brenken's
"Employment of Cavalry."

By H. C. W.

WHEN the Great War opened it was fully expected that East Prussia would be completely overrun by the greatly superior Russian cavalry bodies, to which Germany could then oppose no more than a very few cavalry divisions. Two Russian armies were detailed to operate against East Prussia, the one under Rennenkampf moving north, the other under Samsonof south of the Lake district, with the idea of attacking the German forces from two sides and so destroying them: Rennenkampf had at his disposal five-and-a-half, Samsonof four divisions of cavalry.

No sooner was war declared than numerous German cavalry detachments crossed the frontier, and penetrated deeply into the enemy's country, with the view of arresting the Russian advance; and the movement of the 1st German Cavalry Division against the Insterburg-Kowno railway line led to a succession of petty, resultless engagements, shared in by the infantry of the 1st Corps, but in the end the 1st Cavalry Division was forced to fall back before greatly superior numbers. The Russian cavalry also sent many cavalry bodies forward so soon as war was declared, the intention of these being to disturb the German mobilization by railway demolition, but nothing of any real importance was achieved; while an attempt made to cross the frontier near Soldau and Bialla by two cavalry divisions came to nothing, the divisions being thrown back with heavy losses, while at Bialla six guns had to be abandoned.

At the outset of the Battle of Gumbinnen, Lieut.-General Nachitchewanski, on Rennenkampf's right, was in command of a Cavalry Corps of four Cavalry Divisions, and on the left was the single Cavalry Division from Moscow. The orders to the Cavalry Corps directed it to ride wide round the German left and cut the communications with Königsberg; and on the 18th August this corps attacked the 2nd Landwehr Brigade on the left rear of the 1st German Corps (François), when this brigade was hard put to it, its ammunition failing and it being obliged to fall back with heavy loss, covered by the 1st Cavalry Division which came up towards evening. The Russian Cavalry Corps failed to rise to the occasion, made no real attempt to exploit its success, did not follow up and indeed remained inactive on the battlefield, where it was surprised by the 1st German Cavalry Division and its guns, and forced to retreat in an easterly direction under the cover of night.

The Brecht Cavalry Division was now ordered to support the 2nd Infantry Division on the left of the 8th Army in its attack upon the Russian right; but on the morning of the 20th, Lieut.-General Brecht, noticing the Russian movement to the rear, made up his mind that the enemy was completely defeated and arranged for a pursuit along the Pillkallen road. The infantry did not, however, apparently do quite all that was expected of it, and Brecht's pursuit was not especially successful in results obtained; but about noon the Cavalry Division had reached Pillkallen without encountering any really serious opposition and here it was 12 kilometres behind the Russian front. Two brigades, which were sent in a southerly direction, came near Schilleningken upon a body of infantry, which was supported by artillery and machine guns and which was retiring in an easterly direction. This was charged by one of the cavalry brigades and dispersed, a Colour, a regimental commander and two companies of infantry being captured. Major Brenken points out that the Russian Cavalry Corps was given a really important and thoroughly cavalry mission, that its initial success promised further and important results, and that there was nothing to prevent the full achievement of the work

entrusted to it, since all the conditions were especially favourable. But the initial success was not followed up, and the advance of the single German Cavalry Division sufficed to force the Russian cavalry to fall back. On the 20th August again the somewhat imprudent and relatively unsupported advance of the 1st German Cavalry Division provided an opportunity of decisive and successful action of which the Russian commander once again failed to make any use, and the German cavalry was able to extricate itself unharmed from a dangerous situation. Here, in truth, was a series of missed opportunities.

During the battle of Gumbinnen the 1st Russian Cavalry Division was stationed on Rennenkampf's southern flank; this body also maintained a wholly passive attitude, though here again opportunities for useful action offered themselves. The 3rd German Reserve Division, marching north to the attack, might well have been taken in flank, but nothing was attempted either during its advance or again when it fell back.

General von Prittwitz broke off the action at Gumbinnen and withdrew his troops in a westerly direction; but when battle was closed on the 21st August, Rennenkampf attempted no counter-attack and did not pursue, but permitted his opponent two days for recuperation; there was nothing done in the way of reconnaissance, touch with the retreating Germans was lost, and Rennenkampf appears to have drawn from his imagination a picture of events which in no way whatever accorded with the facts; and when, on the 23rd August, the Russian army again at last moved forward, one-third of its overpoweringly large force of cavalry remained immobile between the Haff and the river Pregel, while the rest of the cavalry was distributed about the front.

During this time the 1st German Cavalry Division, on the northern flank of the retreating 1st Army Corps, had been reinforced by a Jäger Battalion. When the 17th and 1st Reserve Corps turned south against the army of Samsonof, the 1st German Cavalry Division was ordered to close the 60-kilometre gap between the Pregel, where was the main (Königsberg) reserve, and the Masurian Lakes country, against Rennen-

kampf's force. To all appearance this was an almost impossible undertaking in view of the overwhelming strength of the Russian cavalry, something like five-and-a-half to one. The first march objective—Gerdauen—could not be reached, and on the 26th August the German cavalry was obliged to fall back in face of greatly superior forces. Then on the 29th it was directed to remain in Rennenkampf's front with two brigades only, sending the remaining brigade towards Ortelsburg in pursuit of the Narew army.

The Eighth German Army in moving against Samsonof was almost wholly dependent upon the regiments of its divisional cavalry, but these gave the very greatest assistance in constant, timely and accurate information, the Russian cavalry attempting little or nothing to hinder these activities. The two cavalry regiments of the 1st Corps particularly distinguished themselves on the 29th and 30th August by moving rapidly forward towards the Neidenburg-Willenberg road and capturing 5,000 prisoners and several supply trains.

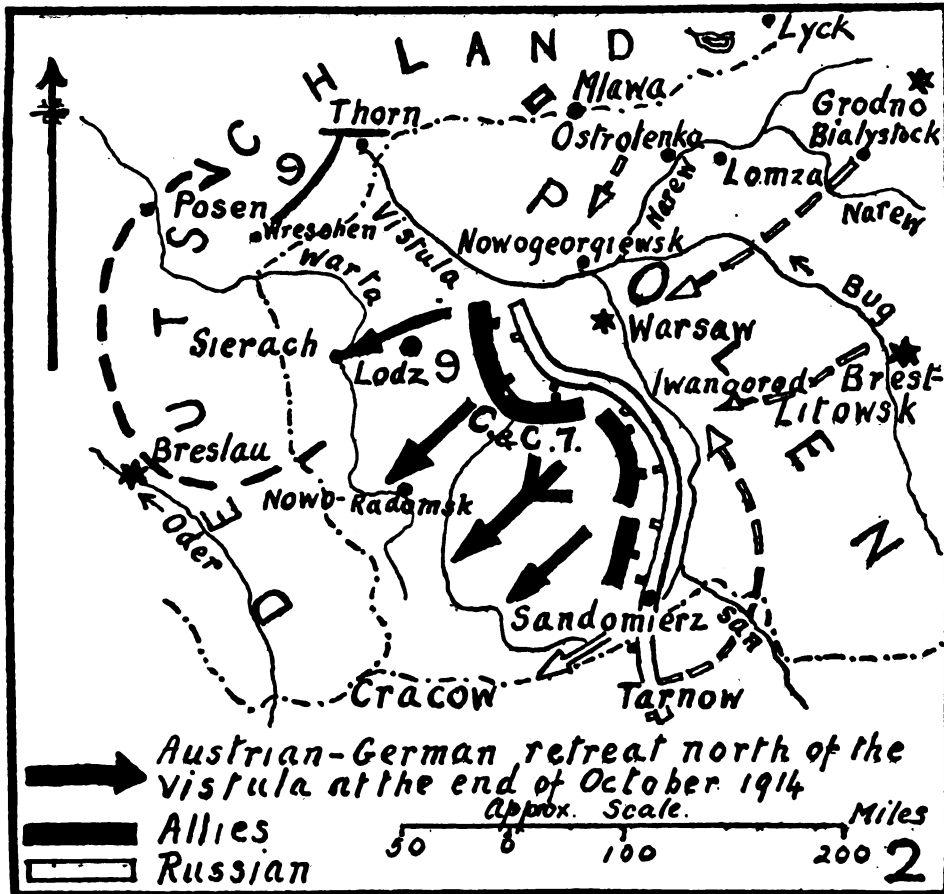
Samsonof's mounted men, on the other hand, did not effect what might have been expected from their great preponderance in strength. It is true that on the 23rd August the 6th and 15th Cavalry Divisions operating on the left flank *did* receive the order to impede the German retirement by a forward movement to the north, but both came under artillery fire, effected nothing, and fell back.

There is no doubt that the cavalry of the Eighth German Army was at a serious disadvantage by reason of its numerical weakness as compared with the Russian cavalry; but it took its full share in the glorious actions which saved East Prussia from being conquered by the Russian army. The bold employment of the 1st German Cavalry Division brought the greatly superior Russian cavalry to a halt; it successfully covered the advance of the Eighth German Army which led to the victory of Tannenberg; and in the support it gave the other army, it fully answered every purpose of its existence.

In the battle of the Masurian Lakes the Russians were successful in withdrawing their left wing in good time from the

threatened encirclement. They discovered early the outflanking movement of the four German infantry divisions on the right wing, and took timely measures to check this movement. Had everything gone as was intended, the Russians would not have escaped as they did from the net which was spread for them. But there can be no doubt that in the battles waged for the freeing of East Prussia, the Germans greatly felt the want of really large cavalry masses.

By the end of October, 1914, the situation in the near eastern theatre of war had reached a critical stage. The Russian Grand Duke Nicholas commenced a decisive push against Silesia and Moravia with close upon thirty army corps; and the unsupportable pressure of this advance made it necessary that the Ninth



Army should evacuate Silesia and the Austrians fall back upon Cracow; and it needed a very real victory over the Russian Army to bring this forward movement to a halt. General von Conrad besought General von Falkenhayn to order the immediate interposition of strong German forces—of at least 30 divisions, which should act on the left of the Ninth Army against the Russian right. Falkenhayn, however, could not agree to so serious a weakening of the Western Front, where he was still awaiting the result of the continuous fighting about Ypres. But gradually the 2nd, 4th, 5th, 6th and 9th Cavalry Divisions were placed at Conrad's disposal, and the question of further reinforcements was not lost sight of, for both Hindenburg and Ludendorff were convinced that not a moment must be lost in checking the advance of the Russian steam-roller; this, however, could only be accomplished by means of a very strong offensive. No important reinforcements could be counted on from the west, consequently these two leaders decided that they must do the best they could with the scanty forces at their immediate disposal, and they at once set to work to concentrate such troops as they possessed. In spite of all possible endeavours, and while obliged to withdraw the Eighth Army in rear of the Masurian Lakes and to abandon a portion of East Prussia, no more than five-and-a-half army corps and two cavalry divisions could be got together for the projected offensive. This was to be made by the Ninth Army under General von Mackensen from the line Wreschen--Thorn along the left bank of the Vistula against the right flank of the enemy main body about Lodz. Unfortunately, however, it was found impossible to bring the whole mounted body to the decisive point, and as a result only the 1st Cavalry Corps, that of Richthofen, was able to move forward with the Ninth Army, the 2nd Cavalry Corps of four divisions having to be retained on the western front in order to exploit any possible success in the Ypres battle. Since, however, the prospects there were anything but good, there can be no question but that it would have been wiser to have employed the whole of the cavalry in the eastern theatre.

The course of the offensive of the Ninth Army resulted in

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the encirclement of the Russian forces at Lodz; then the abandonment of their encirclement and their break through near Brzeziny; in all these operations the cavalry, and especially the 1st Cavalry Corps, rendered the most valuable assistance.

In the subsequent operations the 1st Cavalry Corps was to find that two divisions are wholly insufficient to overcome by dismounted action any serious enemy opposition; that the arrival upon the scene of their own infantry had invariably to be waited for; while by the time these had come up, the favourable moment had often gone by. Thus, while for the mounted attack the terrain was far better suited here than in the western theatre of war, such attack by large cavalry bodies had no prospect of success against modern machine-gun fire. Above all was it clear that these two cavalry divisions did not possess the requisite rifle strength for the carrying out of any really serious dismounted attack. Had the Cavalry Corps been able to take the field in greater strength, and had the four divisions of the 2nd Corps from the west been able to join forces with the two divisions of the 1st Cavalry Corps, then might this first important offensive by the Ninth Army have given very much better results.

In the actions which followed, the First and Second Russian Armies were completely separated, and the Ninth Army now set itself, by wheeling towards the south, to make a flank movement against Lodz. Here the 1st Cavalry Corps was very properly employed—on the outer flank, and it was able to carry out all that was asked of it and open the way for the infantry following close in rear. The encircling movement had now been set going in the north, and from the west the Posen Corps and the 3rd Cavalry Corps were to attack the right flank of the enemy and assist in his complete encirclement and discomfiture.

Moving forward by Brzeziny in a southerly direction on Borowo, the 1st Cavalry Corps reached the rear of the enemy, and here was presented with the chance of accomplishing something of a purely cavalry nature—the capture of the headquarters of the opponent at Skierniewice; unluckily, however,

these had very hurriedly evacuated the place on the approach of the German cavalry vedettes.

Hindenburg's operations had now reached a critical stage; between the left of the Ninth Army and the other body of troops on the north, there yawned a gap of some 60 kilometres in extent; and it was not clear whether these northern troops would be able to safeguard the threatened flank of the Ninth Army and hold the enemy here in check. The mission of the 1st Cavalry Corps was to move westerly round the left flank of the Ninth Army and prevent any enemy offensive from the south and east; while at the same time the complete encirclement of the Russians about Lodz could only be achieved if the Posen Corps and the 3rd Cavalry Corps were able to close the gaps from the west. The Russians possessed very strong reserves, and unless a success could be very quickly obtained, the enemy attempts at relief might well succeed.

The German forces were unfortunately too weak to carry out what was hoped for, and the fortress could not be completely invested, while the real danger spot—to the north-east—could not be effectively safeguarded, consequently the troops about Lowicz were taken in flank and rear by overpowering Russian forces. The 25th Reserve Corps and the 3rd Guard Division, which were here stationed under General von Scheffer-Boyadel, were thus in a position whence escape seemed impossible; but they broke through the enemy and reached safety, carrying with them 16,000 prisoners and 63 guns. In this very finely conducted retreat the 1st Cavalry Corps did yeoman service, the 6th and 9th Cavalry Divisions providing the flank and rear guards and holding off two Russian cavalry divisions until the break-through by Brzeziny had been safely accomplished.

These operations, conceived and carried out by Hindenburg and Ludendorff, are amongst the very finest of the whole war, but were robbed of their full effect, for a very slight addition of strength and good luck would have sufficed to inflict a real reverse—possibly even a disaster—upon the enemy.

The German counter-offensive at Lodz makes a very memorable story for the cavalry force there employed, particularly for

Richthofen's Cavalry Corps. Unfortunately, however, any decisive—really decisive—result was impossible by reason of the relatively weak strength of the mounted force employed; a total of three cavalry corps, each of two divisions, employed in three separate bodies, made it impossible for the cavalry ever to have the necessary weight of strength at the decisive point, thus violating the Napoleonic principles of mass employment.

Again in the battles in Lithuania and Courland did the uses and indeed the indispensibility of cavalry stand out. In order to cover the proposed offensive about Gorlice, a diversionary movement was carried out in the north, but at the moment only very weak forces—three infantry and three cavalry divisions under General von Lauenstein—happened to be available, and these were required to strike as heavy a blow as possible upon the enemy body stationed north of the Niemen. At the end of April, 1915, an attack upon Lithuania and Courland was undertaken also from East Prussia. On the right flank was the 1st Cavalry Corps, with the 3rd and the Bavarian Cavalry Divisions, moving towards Schaulen; while on the left flank, with Mitau as an objective, was the 6th Cavalry Division. The advance was very well conducted, but the secret had not been well kept and the Russians had had time to prepare for their retreat. The captures, however, especially in prisoners, might well have been larger had the cavalry moved wider to the east and west of Schaulen. Very good work was, none the less, done by the German cavalry, particularly by the reconnoitring patrols, but in view of the strength of the opposing patrols, those on the German side could not be at a less strength than 30 men each. Especially good work was done, particularly by the Bavarian Cavalry Division, in the way of rail demolition, some of it well in the enemy's rear.

The Russians had now been considerably reinforced, and their counter offensive obliged the Germans to abandon the recently captured territory to the north of Schaulen and to take up a position on the Lower Dubissa and on the Windau; for the maintaining of this position Lauenstein's forces had to be appreciably strengthened, and the 2nd and 8th Cavalry

Divisions and two infantry divisions were sent up to him, the whole force being now called the Army of the Niemen and being placed under the command of General Otto von Below. The main focus of operations in the May and June fighting was, for Lauenstein's Corps about Rossieni and for that of Morgen about Schaulen; Richthofen's Cavalry Corps filled the gap between the two; while the newly-constituted Cavalry Corps of General Schmettow was employed on the left flank. The mission of the cavalry, in addition to holding the position, was occasionally to reduce the strength of its front by sending assistance to the neighbouring corps, which were weak in numbers and were only with difficulty able to hold off enemy attacks. Here the real value of cavalry—due to its mobility—was very conspicuous, for the division was often spread out over a distance of 30 kilometres, holding on to its own front and affording help to its weaker neighbours, fighting shoulder to shoulder with the other arms and playing an important part in the many offensives made from the position. In the attack about Kurschany on the 22nd May, described by General von Morgen as "a Day of Glory for the German Cavalry," the enemy suffered a loss of 1,000 prisoners and seven machine guns.

It was, however, abundantly apparent that cavalry, unsupported by infantry, cannot hold long, defensive lines. The fire power of cavalry is perforce weakened by the number of men who must remain with the horses, and their numbers cannot be reduced below a certain well-defined limit, lest the efficiency of the cavalry should thereby be impaired. It is to be regretted that the whole of the cavalry could not have been employed on the more open left flank of the Niemen Army, where really important results might have been achieved.

The advance into Lithuania had obliged the Russian High Command to send thither strong forces, so that one purpose of this offensive had been secured; but the Commander-in-Chief in the eastern theatre was still in hopes of carrying out his long-hoped-for plan—an offensive from the extreme north in the Kowno-Wilna direction, assisted by the Niemen Army. Since, however, the advance on Wilna had to be suspended, the Niemen

Army had now to take the offensive in view of preparing the way for the renewal of the attack on Wilna. This led to the advance on Schaulen; and in this the northern group—the corps of Lauenstein and Schmettow—was to attack on the Schaulen-Mitau road, while Morgen's Corps was to provide the pivot for the movement, joining later in the offensive, the object being to encircle the enemy from north and south. By the move on the Dalbing-Pankelhof railway line, Schmettow's cavalry corps caused the premature detrainment of Russian reinforcements, thereby assisting in the success achieved by the 78th and 41st Infantry Division at Alt-Auz; and then, moving on, the cavalry corps endeavoured to join in surrounding the enemy main body. Unluckily the gap between the German bodies advancing from the south could not be stopped, and the Russian here, as ever, proved himself a past-master in the act of retreat and was able to slip through with the bulk of his troops.

Under cover of the two Cavalry Corps a re-grouping of the army troops was carried out, and when the advance was resumed Richthofen's Cavalry Corps protected the right flank on the Penja and Swienta, while that of Schmettow guarded the angle of the Niemen, moving forward on Ponedele. The attack by the 5th Cavalry Corps led to a break through of the enemy line, and the rolling up of the whole position towards the north up to Radziwilisky. Schmettow's attack was of the greatest assistance to the 1st Reserve Corps in surrounding the Russians stationed about Ponjenum; while on the left the 8th Cavalry Division, by moving round and attacking the enemy in his rear, permitted the 41st Infantry Division to get going again in an attack which had been held up by the resistance of their opponents. The German cavalry was, unfortunately, however, not able to execute its desired object of cutting the main enemy railway artery, the Kowno-Wilna-Dünaburg-Riga line.

Connection with the Tenth Army had now been established, and the further operations of the Niemen Army led up to an advance to the Dwina and an offensive against Dünaburg, Jacobstadt and Friedrichstadt, thus appreciably assisting the offensive of the Tenth Army against Wilna.

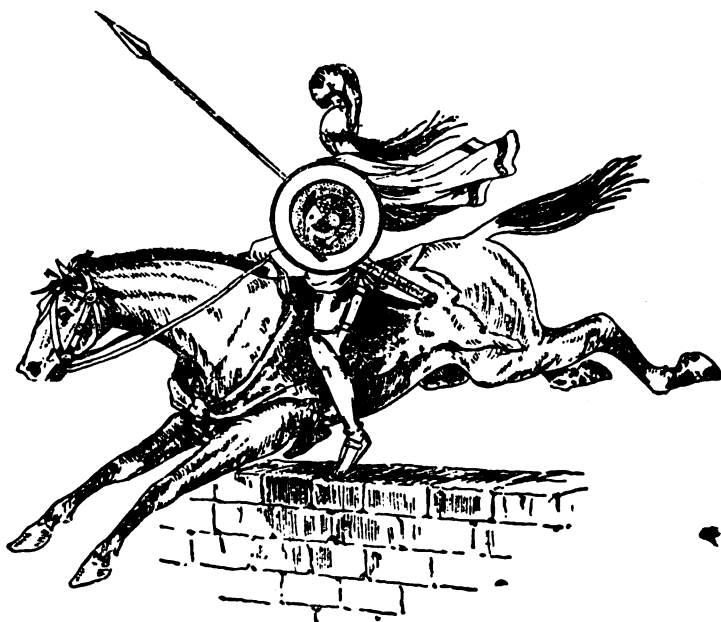
In all these operations the cavalry played a great rôle. With the Niemen Army this arm was mainly employed in filling the gaps which occurred from time to time between the different infantry divisions, and it thus frequently happened that it fought at a serious numerical disadvantage, often, too, in wooded country and by night. But when the line of the Dwina was reached the Niemen Army was considerably reduced in strength and a war of positions then opened. The 1st, 2nd, 3rd and 4th Cavalry Divisions were now placed under Richthofen's command, and he was directed to bridge the 60-kilometre gap which had opened between the Niemen and the Tenth Armies—a mission very similar to that entrusted to the cavalry on the western front when the extension of the line to the sea was undertaken. The cavalry was successful in holding the line of the lakes until the position further west, then in course of preparation, was ready. The enemy made repeated attempts with his powerful cavalry to break through the thin line, and much stern fighting ensued; but the Russians, whenever they did succeed in breaking through, invariably halted instead of pushing on and exploiting any local success obtained. On the other hand, the Russian reconnaissance work was admirably done; they were especially skilled in breaking off an action which was going against them, in covering their retreat and in concealing its direction; they attacked equally mounted and on foot, and in every way showed themselves worthy opponents of the German cavalry.

The German cavalry proved that it had learnt much by the experience gained in this war. Mounted attacks were generally made in small bodies, when the lance again proved its value. Action by large bodies was nearly always carried out dismounted, usually in company with infantry; while whenever its fire-power was augmented by machine-guns—often captured ones—the German cavalry showed itself capable of all that can be expected of the arm in modern warfare. Reconnaissance work was admirable, and in a captured Russian Army Order it was stated: "the German cavalry is first-class"; while General Ludendorff is reported to have said: "The Field-



Marshal and I are well aware of the debt we owe our cavalry; throughout it has maintained the true cavalry spirit."

The operations carried out by Garnier's Cavalry Corps in September, 1915, in rear of the Russian Tenth Army are among the most brilliant in the World War, and prove very clearly the real value of the cavalry arm. But though this corps succeeded in brushing aside a Russian cavalry corps, and, after penetrating to the rear of the Russian Tenth Army about Smorgon, succeeded in completing the encirclement of Wilna, the hoped-for result was not wholly achieved, for the very greatly superior strength of the enemy permitted of his driving back the 1st Cavalry Division near Smorgon, breaking through the German forces and escaping. Here, too, it was found that the armament and organization of a cavalry division are unsuited for engaging a mixed force of all arms.



*ACROSS COUNTRY—HUNTING TO-DAY IN THE
SHIRES.*

By A. R. HORWOOD, F.L.S.

MANY would say that in their view the wine of life for them consists in a day in the Shires with the Quorn, that is the "Cream of the Shires," as that fine grass country has been christened by Whyte Melville, Brooksby, and others.

There is no more stirring spectacle, believe me, than the Meet itself. There you will see, besides, of course, the Master himself, the huntsman, whippers-in, first and second horsemen, and the pack, all of them a great source of attraction to the large crowd of foot people, a vast field as well. It may be recalled, moreover, that in the history of this pack there were occasions early last century when so many as a couple of thousand attended a Meet—I refer to one at Rolleston when Assheton Smith came over from Warwickshire to hunt with the Old Billesdon Hunt. It is certain, at any rate, that fields to-day tend to increase rather than decrease. Their numbers are swelled by a large proportion of lady riders. And with a good many men sporting pink there is quite a military touch about the affair. There are quite a large number of women to-day whose seat in the side saddle gives them extra power, and a distinct pull over men when they have to negotiate a difficult jump, or when crossing ridge and furrow, who have the advantage over other women who prefer to ride astride, a practice largely encouraged since the war by the rather popular habit of going about in breeches in war time. Also women have found that they can ride astride as well as men, either to hounds or in a steeplechase, or at horse shows or in their new guise as women jockeys.



Photograph by the Topical Press Agency.

QUORN HOUNDS MEET AT BILLEDON COPLOW, 1926
At the Meet, Mrs. A. E. Burnaby and Wilson, Huntsman



Photograph by the Sport & General Press Agency, Ltd.

OPENING MEET OF THE QUORN FOXHOUNDS AT KIRBY GATE, MELTON MOWBRAY

The Field returning with the Hounds after scent had failed

A large number of those who attend a Meet are well known to each other, and also by name, if not by picture, to the public. A Meet such as this is indeed a gathering of the most fashionable people of the day, or, one may say, of the world, for it is sometimes quite a cosmopolitan crowd. Amongst the followers are many, of course, well-known in the world of sport. To attend such a Meet is part of the programme of the society man or woman. It is an opportunity when hunting with this pack and the others in the Shires for the thruster to do a bit of hard riding. There are, in fact, many followers of either sex who hunt with all the packs, and so manage to get five days a week, as did the old Meltonians, those at least who to-day can command a large stud of hunters.

But besides the field there is always a large following of carriages, motors and other vehicles of all types which have brought people to the Meet, where for those who follow there are their first horses waiting for them just as after the first gallop there will be a second horse to finish the day, and at a given rendezvous the car to take the tired follower home to bath, dinner and bridge. Many cars also have brought people to attend the Meet and follow by road. Numbers of villagers and townsfolk also follow on foot or on bicycles. The whole vast concourse of people forms a crowd such as one is accustomed to see at a race meeting, a golf tournament, or a polo match.

At this wayside Meet, there being no host to do the honours, there is no delay when it strikes eleven o'clock before hounds are led off to the cover to find. And so the pack follows the master along the cross-country road to the Pasture woodlands, and behind the field come the long procession of cars and carriages, the foot people, and the second horsemen—a huge cavalcade.

Once the cover is reached there is not much delay in finding. Yes, there is a challenge, and in a moment or so more hounds are in full cry. For, listen! there is a clarion note on the horn, and a shrill Tally-ho! as the fox slips away on the Ashby side. A fast gallop along this line is one of the best things to remember in the season. There is no country so full of surprises, so up and down, with stiffer fences, with such large, hundred-acre

fields, and such splendid opportunities for a really fast burst--in a word, the best of runs.

The fox turns left-handed and makes for Thorpe Satchville, and the pack streams across the intervening fields, leaving the field behind to settle down to a good long point, of perhaps at least seven or eight miles as it would seem. But there is a crispness in the morning air, our mount is fresh and keen, and on good terms with himself, determined to enjoy himself as he strains forward and extends himself. On this line of country, moreover, you must be well mounted to ride in the first flight if that is your ambition, for the difficult places are numerous, the fences formidable, and there is always the possibility of a water jump, the crossing of a big brook or two at several stages in most runs in this part of Leicestershire.

Now hounds are racing for the railway. Now they have crossed it, the huntsman and whippers-in being out of sight between it and the village. We make for the road to cross under the bridge and reach it in time to see hounds skirt the village with the varmint some fields ahead pointing for Burrough-on-the-Hill. Taking the road we shall be able to cut off a corner, and it leads us straight for the Trussels.

As we reach the village we see the hounds heading for the furze covert. The fox is clearly making for it. And now we are off the road and riding across country again on a fine line. Crack go the fences and the turf is cut into ribbons as a thousand hoofs plough it up, and in their onward sweep make the earth resound with the thudding of their hoofs like the rumble of thunder.

So far the pace has been terribly fast, and cannot longer be maintained, for hereabouts are some of the worst bullfinches in the country, which have to be crashed through, and that only by a keen horse with the inborn spirit of the chase, heedless of obstacles. Some of the field or their mounts, moreover, are already in difficulties, and are now in the ruck far behind. It is the pace that tells, and these formidable fences. There are falls here and there, as one takes off too soon, or is unable to



Photograph by the Sport & General Press Agency, Ltd.

OPENING MEET OF THE QUORN FOXHOUNDS AT KIRBY GATE

The Hounds and Field moving off to covert side at Gartree Hill

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lift his or her mount to the effort. A few are deliberate refusers.

At length the Trussels are reached. Hounds are now feathering in all directions, and in a few minutes they find the scent hot and strong again on the far side. The run seems likely to be a long one. We are on famous ground here, for at no distance is the point-to-point course from Burrough to Thorpe.

As often happens by this time the field has grown smaller, for the run has taken us some distance from the Pastures. The fox is unquestionably a game one, and he may be making for the Punchbowl or anywhere this side of Leesthorpe. He is not likely to go to ground, at any rate, for all the earths were stopped at midnight, and Master Reynard will have to save his skin by trusting to his long legs.

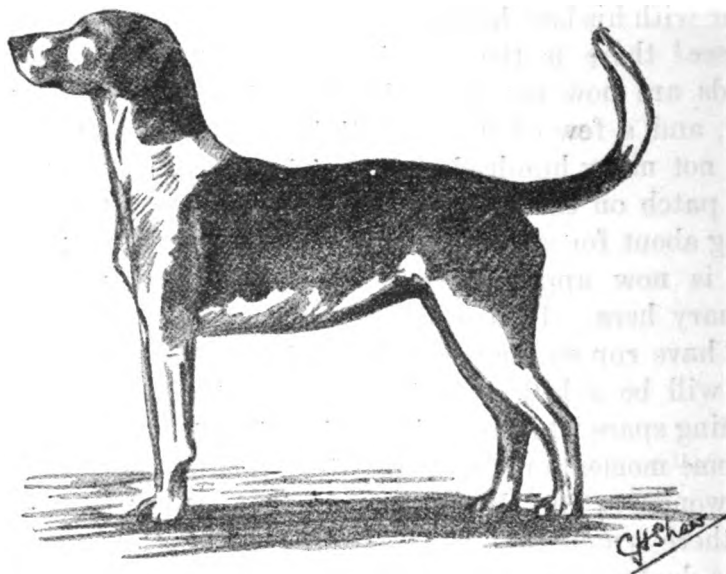
But look! now the huntsman is away and riding hell-for-leather with his best hounds abreast of him. Uphill they dash, and, see! there is the varmint making for Burrough Wood. Hounds are now not far behind as they drop down into the valley, and a few of the first flighters are not far behind the pack, not many hundred yards. There is a babble in a small furze patch on the rising ground, as the sound of the pack, casting about for a moment in doubt, reaches us.

It is now apparent that the fox out-run has made his sanctuary here. It is a dog fox, not a vixen. For no vixen would have run so far nor so fast. If he does not go to ground there will be a kill. It is quite a relief to get a moment's breathing space while hounds are drawing the small furze patch. For some moments not one has given tongue, and scent is cold for a wonder. But the huntsman will not lift hounds, for it is clear there is a check. Hounds will pick up the scent in a short time no doubt.

Gradually the remainder of the field comes up. Those following by road or across country are not far away. It looks to all of us like a kill in the open. Hark! there is a whimper on the far side. Now another and another. All of a sudden the whole pack clamours as the red rascal makes a last bid for

safety, and slips out into the open. But he is already headed and is turned back by a view halloa. The pack are on him before he has gone many yards, and it is as we thought, a kill in the open.

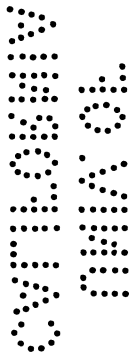
Brief sketch, this, of a rattling run, during which many incidents occurred that would take up too much space to relate. Every day, every season, runs of this sort that live in the memory take place with Quorn or Belvoir, Fernie's, or the Cottesmore. There is indeed no better country to hunt over in the wide world than "the Shires," and no better hunting, hounds or foxes than in Leicestershire. Raise your hats to them, gentlemen, please!





Photograph by the Topical Press Agency.

QUORN HOUNDS AT JOHN O'GAUNT COVER



THE LOCOMOTIVE CHASE IN GEORGIA, 1862.

By CAPT. E. W. SHEPPARD, Royal Tank Corps.

SOME months ago the writer snatched a few hours from the exigencies of military duty to attend a picture theatre in Aldershot. Prior to the Great War the earnest student of the cinema was lucky if he were not called upon at frequent intervals to witness a picture purporting to represent some (usually quite fictitious) incident in the American Civil War—a war which for such a purpose had the double convenience of being picturesque enough to allow of romantic treatment and so far distant in time as to be beyond the recollection of all but a few dotards too blind or infirm to see or criticise the film representation of events. Since those halcyon days a new and greater conflict has rendered the War of the Rebellion *vieux jeu*—at any rate in a film sense—so much so that that excellent comedian, Mr. Buster Keaton, was enabled, without incurring social ostracism or the imputation of being something less than 100 per cent. American, to make fun of one of its most exciting episodes in an exceedingly amusing burlesque. The film in question, which was entitled “The General,” contained, of course, much that was unhistorical—among other things, regrettably enough, the pretty young lady with more good looks than brains, who at one point in the story gallantly underwent a drenching for the greater good of the greater number. The foundation of it, however, was a solid bedrock of fact; and the writer could not help wondering, with a due sense of his own superiority, if any of the soldiers sitting in the body of the hall, their arms fondly encircling slim feminine waists, or of their officers enthroned beside their wives in the gallery above, realised that Mr. Keaton in making the film had not drawn entirely on his imagination.

This then is the story of the "railway chase," wherein figured that famous locomotive "The General," which gave its name to the film, and which still stands—or stood a few years ago—in dignified and monumental repose in the railway station at Chattanooga, Georgia, U.S.A.

The military situation in the western theatre of war in April, 1862, was as follows: General Don Carlos Buell, commanding the Federal Army in Tennessee, had moved off south-westwards to combine with a second army under General Grant in an operation against the city of Corinth, which, after a hard-fought battle at Shiloh, eventually fell into their hands. He left behind him in middle Tennessee a force of 8,000 men under Gen. Mitchel, a lawyer—one might almost say a sea-lawyer, so peculiar and difficult was his temperament—turned soldier, with orders to prevent any invasion of that territory by Southern bands, and, as and when opportunity offered, to advance and secure possession of the road and railway communications between Corinth and Chattanooga, an important Confederate road and railway centre and depot for supplies and stores on the northern border of Georgia. Mitchel, however, had apparently in mind to go beyond these orders and round off his mission by the capture of the valuable prize of Chattanooga itself. Starting from Shelbyville on April 30th, he marched swiftly southwards and established himself astride the railway at Huntsville; then, while one detachment was sent westwards to Decatur, another pushed eastwards unopposed to beyond Bridgeport, not 30 miles from Chattanooga. Here its commander, much to his surprise, suddenly received orders to halt and then to retrace his steps. The reason was that a second scheme, on which Mitchel had apparently relied to facilitate his unopposed entry into the town, had miscarried.

This scheme, which certainly had the merits of originality and boldness—besides complying with the fifth principle of war*—had been suggested to Mitchel by one J. J. Andrews, a secret agent in Federal pay, with the object of isolating Chat-

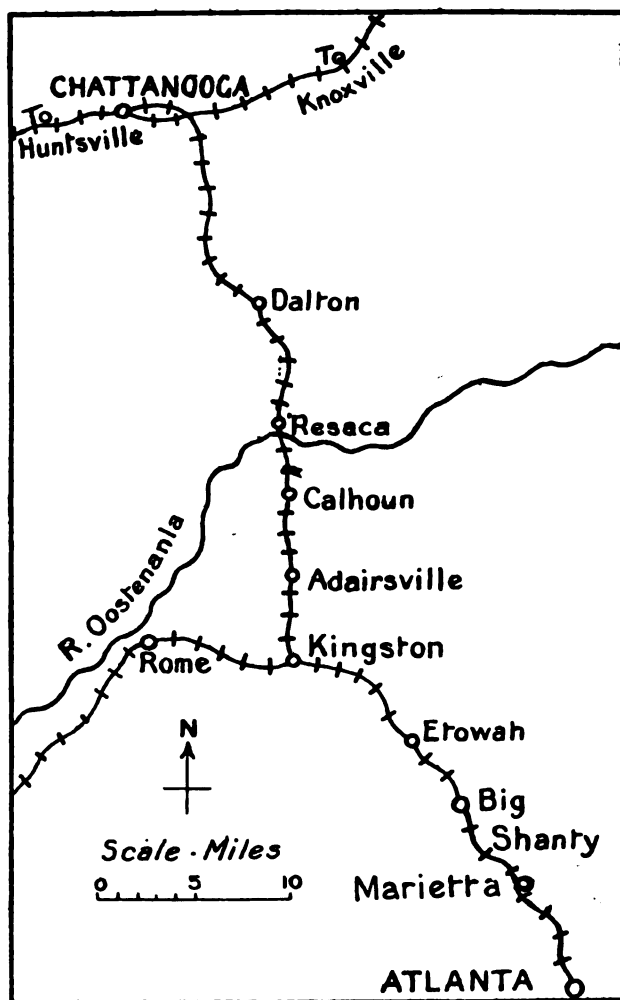
*Its present position on the roster. We believe it is shortly to be passed over by two other principles.

tanooga by the destruction of the railways leading south to Atlanta and east to Knoxville. Andrews proposed that a small party, disguised in civilian clothes, should make their way into Confederate Territory and collect at a rendezvous near Atlanta. There they would watch their chance to seize a railway locomotive and make northwards, destroying the railway and telegraph and burning the bridges as they went, and would endeavour to pass through Chattanooga to rejoin Mitchel's force. The Federal General accepted the scheme and placed at Andrews's disposal 24 men, drawn from three Ohio regiments in his command. Details were quickly arranged; Marietta, ten miles north of Atlanta, was assigned as the meeting place, the evening of April 10th the time. The problem of passage through the Confederate lines would, in ordinary circumstances, have been a difficult one. Ever since the outbreak of war, however, there had continually been passing southwards small parties of Southern sympathisers, particularly from Kentucky, a State which, after a vain attempt to maintain its neutrality, had been forced by reason of its geographical position to throw in its lot with the Northern States surrounding it on three sides. The raiders were instructed to pass themselves off as refugees from Kentucky going to take service in the Confederate Army, make their way to Chattanooga, and thence take train to their rendezvous. All of them, save two who presumably looked too unlike whatever Kentuckians look like, and were arrested on sight, and two others who were delayed en route, duly put in an appearance at Marietta at the appointed time. The weather during their journey had been appalling, and all the roads and the country round completely waterlogged—so much so that Andrews, believing that Mitchel's troops could not possibly reach their objectives as arranged, decided to postpone his part of the scheme for 24 hours. In so doing he condemned the enterprise to failure and signed his own death warrant; for the skies cleared on the 11th sufficiently to allow Mitchel to arrive at Huntsville to time, and the return of the rain next day threw what turned out to be insurmountable difficulties in the raiders' way.

On the morning of April 12th the sentry over the Confederate camp beside the line at Big Shanty station watched with no particular interest the arrival of the morning mail train. The "General," a wood-burning, four-coupled engine, with the low boiler surmounted by the ever-clanging bell, and the long funnel with wide-spreading mouth, characteristic of the American rolling stock of the period, drew its string of box-cars and passenger coaches to a halt opposite the collection of sheds and huts forming the station buildings. Travellers and train crew at once descended and flocked off to breakfast—all save a bunch of twenty odd, who hung back in the vicinity of the forward end of the train, and then, when the bulk of their fellow-passengers had dispersed, clambered hurriedly into the front box-car. Three of them mounted on to the "General's" foot-plate, another uncoupled the three leading cars from the remainder of the train. All these actions must to any alert observer have appeared suspicious, but the sentry, cowering under shelter from the rain and wind, either did not observe them or took them for a prelude to one of those noisy and interminable shunting manœuvres so beloved of locomotives the world over; it was only when the engine, with a pant and a snort, its driving wheels slipping on the wet rails and its bell's gentle murmur increasing as it gathered speed, moved purposefully away down the main line with no evident intention of returning, that he realized anything was amiss. By the time the passengers and crew had emerged, buzzing angrily like a swarm of bees, from the refreshment hut, the "General" was a blur of smoke disappearing in the distance. Two railway employees, Fuller and Murphy by name, set out valiantly on a lonely and hopeless Marathon race in the fugitives' wake; there were no other starters, and as Big Shanty possessed no telegraphic communication with the outside world, there was nothing left for the marooned passengers to do but to relieve their feelings by verbal means—which we may leave them doing.

Meanwhile Andrews and his merry men, despite their flying start, were under no delusions as to their real position. According to the time table, they might expect to meet three

trains running south, which, as the line was a single one, could only be passed at one or other of the various stations en route. Their plan was therefore to keep as close as possible to the timing of the mail until these three trains were safely behind them, and this would also allow them opportunity to take on the



wood and water necessary to keep the "General" going. A pause was made a mile or so out of Big Shanty, to pull down the telegraph wires and tear up a rail, which was done with some difficulty, owing to the lack of suitable tools. Passing through Etowah station Andrews noticed an engine, the "Yonah,"

standing on a siding with steam up, and debated in his own mind whether he should stop and put it out of action; his decision not to do so, though apparently a prudent one, was to have disastrous consequences. Far behind them, Fuller and Murphy, having run themselves out of breath to no purpose, at length came on a plate-layers' trolley lying beside the line, and, mounting it, continued the pursuit at the full speed of its wheels until, coming unexpectedly on the missing rail, they were decanted unceremoniously off the track and into the ditch beside it. Hauling the trolley over the gap, they resumed their journey and, arriving at Etowah, found the "Yonah," as if providentially, waiting in readiness for the road. Collecting as many armed men as could cling to the engine, they started out once more on the raiders' trail.

Meanwhile Andrews was experiencing a series of vexatious and perilous delays. Arriving at Kingston, where the branch from Rome joins the main line, he found a train standing on the branch just short of the junction, and was himself flagged to pull up. Descending from the foot-plate and angrily enquiring why his train, carrying gunpowder urgently required by General Beauregard, the Confederate commander at Corinth, was not given a clear road, he was informed that a freight train was expected at any moment; he was also given the interesting news that the Federals had reached Huntsville the day before, and would certainly move on Chattanooga, from which everyone and everything of military value was being hurriedly evacuated. As he turned back to his engine, the freight train came rattling and panting up from the north, but as its rear van hove in sight it was seen to bear a red flag—a sign that another train, a local from Chattanooga, was close behind. More leaden-footed minutes uneasy with impatience had passed before the passenger train drew in; but it proved to be running in two parts, and before the second part arrived the raiders had spent over an hour cooling their heels in this very precarious situation—surrounded by suspicious foes, expecting at any moment some sound of pursuit or some fateful telegraphic message unmasking their design. But at last "line clear" was

given; they were able to draw out once more in their northward run, and when well out of sight of the station, pulled up once more to cut the wires and effect another break in the track.

Not five minutes after they left Kingston Fuller and Murphy arrived on the "Yonah" at full speed, to find in front of them a solid block of three trains headed the wrong way and no hope either of passing them or of utilising their engines for further pursuit. Fortunately for them the train from Rome was still held up on the branch line; dashing over to it with their forty soldiers streaming after them, they uncoupled the locomotive and the front car and darted off on Andrews's trail, the whistle angrily screaming for a clear line. Rounding a bend they suddenly espied a little way ahead of them the "General" halted and a body of men busily at work on the track; as they looked the men vanished head over heels into the ditch, a dislodged rail on top of them, and as, baffled again, they jammed on their brakes to avoid a derailment, their foes with derisive yells clambered aboard their engine, which, gathering speed, was soon once more lost to sight. There was no other resource but for the pursuers to abandon their useless locomotive and undertake a second Marathon race on the chance of picking up another at Adairsville, the next station; and this with unabated enthusiasm they proceeded to do.

Andrews, pushing the "General" on at her best speed, came to Adairsville, where a mixed freight train was met; but of the morning express from the north, which he knew he had yet to pass, there was no sign. He therefore, since there was no time to be lost, pushed on to Calhoun at what one of his band described as the "terrific pace" of 60 miles an hour. Leaping, rattling, and groaning, the "General" arrived within sight of Calhoun just as the express train was getting under way; it reversed to allow him to pass, but in so doing blocked the far end of the switch, and Andrews had once more to pull up. Here he was subjected to a searching and suspicious inquisition, which he was able to terminate only by a definite ultimatum throwing on the station authorities the whole responsibility for the failure of the vital but mythical gunpowder to reach Corinth

to time. Permitted at long last to resume their journey, the raiders were again engaged in pulling up a rail when the screaming whistle of a pursuing engine compelled them to steam off in haste with their task unfinished. Fuller and Murphy were still on their heels. Meeting the express at Adairsville, they had commandeered the locomotive and two cars, and driven it flying back northwards, tender foremost, at a pace little inferior to Andrews's own over the same line of track a few minutes before, and came up just in time to prevent the removal of the rail which would have finally made the raiders safe against pursuit.

The stage was now set for a long stern chase. Andrews, whose object was to gain so long a lead as to give him time not only to replenish his rapidly diminishing stock of fuel but to effect the destructions which were the main purpose of his mission, could only hope to achieve it by driving the "General" all-out and delaying his pursuers by every possible means; the latter strove to stick so closely to his heels as to forbid his stopping for more than a few minutes at any one place. The raiders uncoupled first one, then another, of their three box-cars; but Fuller and Murphy, with no more pause than sufficed to avoid a heavy shock of collision, caught up the abandoned vehicles as they met them, and pushed them on to Resaca, where they were side-tracked. The great wooden bridge over the Oostenaula River, the burning of which was one of Andrews's main objects, had perforce to be traversed at full speed without any attempt to set it on fire being possible; and the only permanent damage that could now be done was to destroy the bridge some little distance north of the junction of the lines from Atlanta and Knoxville to Chattanooga, a few miles outside the last-named town. It was, however, only by definitely checking their pursuers that the raiders could hope to gain sufficient time not merely to carry out the necessary demolition work but even to take on board enough wood and water to get them so far, since their stocks of both were rapidly running out.

Luck, however, was against Andrews and his band. Since their only tool, a crowbar, was not suitable for the rapid dis-

lodgment of a rail, which would have made them safe, they had no other resource but to break up their one box-car in tow, and drop the broken timber on to the line in hopes of derailing the pursuing engine; but these obstructions were either thrown aside by its cowcatcher or rapidly removed by its crew with little delay. At length, however, the Federals contrived to drop a large beam across the track just beyond a curve which would prevent Fuller and Murphy seeing it till they were almost on top of it. Driven at a speed so reckless as seriously to alarm the soldiery it was carrying, the Confederate engine blundered straight on to the obstruction, leaped into the air with a sickening jolt and jar, and all but jumped the track; then, regaining the rails by a miracle and with hardly a check in its mad course, it thundered on unharmed.

One last hope for the raiders remained. Ahead of them the line traversed a creek by a small wooden trestle bridge, covered over with a roof to form a sort of tunnel. Well before this was reached the skeleton of the box-car was set on fire, and, the flames having been fanned into a blaze by the rapid rush through the air, was left standing beneath the arch. But the rain and wind prevented the saturated timber work from catching alight, and Fuller and Murphy, pushing their locomotive gallantly into the smoke, drove the burning car back from the bridge and away out of harm's way into the next siding.

Andrews, hearing the pursuers' whistle still screaming behind him, now realised the game was up. Chattanooga was still 18 miles away; the "General," starved of fuel, was rapidly losing speed and must shortly come altogether to a standstill. A rapid council was held; some of his band were in favour of halting and fighting it out with their pursuers; others proposed to reverse the engine and ensure at least the temporary blocking of the line by one glorious smash. But it was already too late; and when the "General" was reversed and the raiders were ordered to scatter and seek every man his own safety in the woods, they had the mortification of seeing their engine, before she could gather any speed, gently received on the pursuers' cowcatcher and brought to a stand. They stayed for no more but sought safety in flight.

In all the country round, however, the hue and cry had been raised against them, and one by one they fell into the hands of the enemy or of hostile inhabitants, and were in due course collected in the uninviting cells of Atlanta gaol. So severe a fright had the exploit caused throughout Georgia that it was resolved to make a condign example of the prisoners. Technically, having been found in civilian clothes in enemy territory, they were liable to be executed as spies; and fortified no doubt by the action of George Washington—"truth lover, like our English Alfred, named"—in the famous case of the English Major André, the Confederate court duly condemned them to death. Andrews and seven others were in fact hanged; and the same fate would have befallen eight more, had they not by a bold stroke overpowered their gaoler, broken out of prison, and made their way back to their own country after manifold and indescribable hardships. The remaining six languished in prison for close on a year until in March, 1863, they were exchanged.

Their treatment seems to have been decidedly harsh, though perhaps it was hardly so cruel as to justify the lurid language of a somewhat excitable Northern Judge Advocate-General, who enlarged on "the prosecutions begun and continued amid indignities and sufferings on their (the prisoners') part and atrocities on the part of their traitorous foes, which illustrate far more faithfully than any human language could express it the demoniac spirit of a revolt every breath of whose life is a crime against the very race to which we belong." How he must have enjoyed writing that! The same literary artist saw fit to describe the raid as having "in the daring of its conception the wildness of a romance, while in the gigantic and overwhelming results it sought and was likely to accomplish it was absolutely sublime." But the whirligig of time brings in its revenges, and all recollections of this romantic enterprise had long ago vanished from men's minds until Mr. Keaton, by taking it as the basis for the scenario of a film comedy, proved once more the narrowness of the space between the sublime and the ridiculous.

*It now appears that the story of Truthful George and his father's cherry-tree is not true or even *ben trovato* but just *trovato*.

*“IS THE TROOP AN ECONOMICAL DIVISION OF THE
SABRE SQUADRON?”*

By CAPTAIN L. R. KETTLE, 5th Inniskilling Dragoon Guards.

THE purpose of this article is firstly to show that the troop of the sabre squadron is not, on service, a formation that is tactically economical in men and officers; and, secondly, to suggest a re-organization that will be so.

It is the result of a train of thought suggested by a remark made at a recent Camberley conference by the C.I.G.S., who laid down that any organization in peace that had to be altered in the field must be wrong.

In the first place it is suggested that we should do well to consider both squadrons and troops at the strength in which they may be expected to be found when in contact with the enemy. To put it more concisely, we must bear in mind that the war establishment of a squadron or troop is not what the troop leader or squadron leader finds under his command when in action.

A squadron of cavalry has two distinct functions in the field : to fight as a unit, and to find individual officers and men for liaison, patrols, orderlies, and the many other essential duties with which every cavalryman is well acquainted. With three sabre squadrons these demands weakened at least two out of the three squadrons. Now these demands must be supplied by two squadrons.

To “coin” a term, the “3rd day strength” of a squadron or troop will be considerably less than its war establishment. By “3rd day strength” is meant the average strength of a squadron or troop two days after contact has been made with the enemy (exclusive of heavy casualties).

In the light of experiences in the Great War, it is considered that the "3rd day strength" of a troop at present war establishment will not exceed 16 men. In the last war the replacement of casualties in the cavalry worked excellently. But how many troop leaders had a troop at full war establishment or anything approaching it, under their immediate command, when in action? The answer is, of course, never. This point has been purposely stressed as it forms the basis of the whole argument.

Let us assume, therefore, that a squadron leader finds himself in action in command of four troops of three weak sections each. He is fortunate if only one subaltern has been detailed for some duty outside the squadron. One troop is therefore already without an officer, which debars it from operating outside the squadron leader's own immediate supervision. He then finds it necessary to send out an officers' patrol. What effect has this? It means that one out of the four tactical units under his command is reduced to 10 or 12 men under a N.C.O. In fact, it ceases to be a tactical unit at all. The squadron is now reduced to two troops complete, one leaderless and a party of 10 or 12 other ranks, finding 8 riflemen when dismounted. Moreover, this disintegration takes place before serious action commences. At this stage, in order to achieve a certain amount of unity and effective fire power, the squadron leader would probably do what was so often done in France—he decides to abandon the troop organization, and divides his squadron into two, each part under an officer. He has now got two good tactical units, both developing an effective fire.

From this almost inevitable situation, it is deduced that the troop is not really an economical formation. It is too big for a patrol. It is not big enough to find detachments, without losing its whole character as a tactical unit; and with this its tactical ability. It is so easy in peace to send the remains of a troop "into the blue" and to say, "I've got a troop out on the right flank." In war, those few men, except as a patrol, are wasted. We cannot afford to dissipate our fire power like that.

To sum up, the troop organization in a sabre squadron

breaks down in contact with the enemy. And, as we have seen, any organization that has to be altered in the presence of the enemy, must be wrong.

Before we consider how these difficulties can be met, the following point is of importance. The reduction of a regiment from three to two sabre squadrons was for financial, not tactical, reasons. It seems fair, therefore, to assume that when a cavalry regiment goes on service, and financial restrictions are removed, it would be advisable to return to the old sabre strength.

When, in the next war, the demand for cavalry becomes greater than the supply, as it undoubtedly will do with our present reduced numbers, it seems wise to look ahead and ensure that our organization is suited to a numerical expansion. The creation of fresh formations at a moment's notice would reveal a previous lack of foresight.

It is therefore suggested that the organization of a sabre squadron should conform to three principles:—

1. It must be divided into formations that are tactically useful.
2. These formations must be able to supply individual officers and men for other duties without losing their tactical ability.
3. They must not become unwieldy, if and when, the sabre strength of a regiment is increased by one-half.

There appear to be only two solutions to this problem that do not increase the present numerical establishment; a squadron of two double-sized troops, or of three troops at one and one-third the present troop strength.

The first alternative would be tactically unsound. The difficulty of finding a reserve when the squadron is deployed would immediately be felt.

The second alternative would give us, in peace, troops about 10 men stronger than the present establishment. It leaves one subaltern available for other duties. At first sight, this change does not seem particularly effective. But, as a basis on which

to build up at short notice a regiment to the old sabre strength, it has many points in its favour.

Firstly, the new troop is in no danger of becoming unwieldy. Assuming that the sabre strength of a regiment be increased by one-half, there would be no need to create a third squadron. The two squadrons would then consist of three troops each, of about 35 or 40 men. This represents a "third day strength" of at least 30 men, a useful tactical unit.

Secondly, the squadron could detach one officers' patrol and some dozen other ranks without any appreciable loss of tactical ability. At present it cannot do this, without such loss.

To sum up, the object of this paper is to show that we cannot now meet the certain demands for officers and men from two sabre squadrons without breaking down the troop organization. With three squadrons on which to draw, at least one troop per squadron usually became ineffective as a tactical unit. This means three troops disorganized. We must still expect three troops out of the eight to be similarly affected; in fact, half one squadron and one-quarter of the other.

The aim in view is to save the squadron leader from having to reorganize his squadron as soon as contact with the enemy is made. This frequently happened in France. At present, it is difficult to see how it will ever be avoided.



*THE LATE LIEUT-GENERAL SIR M. F. RIMINGTON,
K.C.B., C.V.O., COLONEL THE 5th INNISKILLING
DRAGOON GUARDS.*

MANY soldiers, of the Old Army and of the New, serving and retired, will have read with very real regret the announcement of the death on the 19th December of "Mike" Rimington.

The son of Michael Rimington of Tynefield, Penrith, Michael Frederic Rimington was born on the 23rd May, 1858, and was thus in his seventy-first year at the time of his death. He was educated in London, and after obtaining his B.A. at Oxford he joined the Royal Military College, Sandhurst, from which as a gentleman Cadet he was gazetted Lieutenant in the 6th Dragoons on the 22nd October, 1881, joining that regiment in Natal where it had arrived in the previous February, just too late to participate in the first Boer War. Young Rimington remained in Natal with his regiment until 1884, when it moved to Zululand; but in January, 1885, it marched for Mafeking as part of a column, under Major-General Sir Charles Warren, destined for service in Bechuanaland. The object of this expedition was to enforce British rights in the country. Boer freebooters had for some time past been pushing into the British-protected reserves of the native chiefs, and had actually formed in Bechuanaland the two petty Republics of Stellaland and Goschen, while in the year previous President Kruger had formally declared these territories under the protection of the Transvaal Republic. The Warren expedition restored them to the British flag without a shot being fired, and by August the 6th Dragoons were back again in the Cape Colony.

Rimington was appointed Adjutant on the 28th August, 1886, and obtained his troop on the 26th October of the following

year. In this year—1887—Great Britain annexed the whole of Zululand and placed it under the government of Natal, a measure which naturally did not commend itself to Dinizulu, the reigning monarch of the Zulus, and he resisted; whereupon the 6th Dragoons were moved up country, joining at Eshowe in June a force which was there being collected to restore order. This object was effected, and in October, 1890, Rimington came home with the Regiment, spending the next three years with it in garrison at Brighton. On the 3rd April, 1897, he was promoted Major, and from the 1st September of this year till the 30th June, 1899, he held the appointment of Staff Captain in the Remount Establishment, relinquishing it to proceed to South Africa as a Special Service officer in anticipation of the outbreak of the war in that country. On the commencement of this Major Rimington was placed in command of a Colonial Corps, known throughout the war as "Rimington's Tigers" from the band of wild-cat skin they wore round their slouch hats, and of which, as one of them tells us, the most part consisted "of the miners of the Rand, and of the working men and the farmers of the English breed all over the Colony. It is from these that our corps has been by the Major individually and carefully recruited; and I don't think you could wish for better material, or that a body of keener, more loyal and more efficient men could easily be brought together." This corps proved itself of the greatest service during the course of the campaign, and with it Rimington fought under Lord Methuen at Enslin and Modder River.

Succeeding to the command of his own Regiment on the 29th September, 1900, Lieut.-Colonel Rimington served with it, or in command of mobile columns, all over the three colonies, and for his distinguished services in the war he was five times mentioned in despatches, was awarded the C.B., promoted Brevet-Colonel, and received the two medals with ten clasps.

He became a Substantive-Colonel on the 26th January, 1903, and on the same date was appointed to command the 3rd Cavalry Brigade with the rank of Brigadier-General. Placed on half-pay on the 26th January, 1907, on the 17th September of the

same year he was posted to the command of the Secunderabad Cavalry Brigade, was promoted Major-General on the 7th September, 1910, and on the 18th March, 1911, he became Inspector-General of Cavalry in India. He was holding this appointment when in August, 1914, the Great War broke out, and he proceeded to France with the Indian Contingent in command of the Indian Cavalry Corps, and served with it until the Indian troops were withdrawn from the Western Front; from the 12th April, 1916, till January, 1918, he was in command of a Reserve Centre. For his services in the war he was twice mentioned in despatches, and was appointed a Commander of the Legion of Honour, was given a Distinguished Service reward in 1919 and was promoted K.C.B. in 1921. He retired from the Service in July, 1919, having been Colonel of his old regiment since the 7th June, 1912.

Rimington was a sportsman in the best sense of the word. At school he was captain of the football and cricket teams, at the University he rowed in his College eight and was tried for the Varsity crew. In South Africa he hunted a pack of hounds in the "Eighties," and raced a good deal in partnership with the late Colonel Yardley. When the Inniskillings came home from South Africa in 1890, Rimington took over the captaincy of the Regimental Polo Team, bringing it to such a high state of efficiency that it won the "Inter-Regimental" two years in succession, while in 1897 it won the Jubilee Champion Cup. Rimington played on several occasions for England against Ireland. He was a good man after "the boar, the mighty boar" in old days in India, had followed hounds all his life, and used to say that he had hunted with *thirty-seven* different packs of hounds!

General Rimington was the author of two books—"Our Cavalry" and "Hints on Stable Management"; and among the lectures given before and published by the Ireland Military Society, is one of great value and interest, delivered by General Rimington in 1904, on "The Horse in Recent Wars." The General's one son also served in his father's old regiment and is now a captain in the Royal Tank Corps.

March Phillipps in his book, "With Rimington," under whom he served in the South African War, has described his old C.O., and those who knew Mike Rimington will agree that he has well hit off some of the characteristics of our dead comrade and friend. "His manner among friends is extraordinarily winning and sympathetic, and his grave, melancholy face has a way of breaking into a most infectious laugh. . . His men admire him immensely, like him a good deal and fear him a little. . . Most people watch him and talk of him with a certain interest, and whatever their opinions or ideas of him may be, one feels sure that none who have once met him will easily forget him. . . When he turns round in his saddle and thunders his 'Let them go!' down the ranks, then I tell you there is not a trooper at his heels who does not realise that the man at their head is the right man in the right place. . . Rimington has an extraordinarily good eye for a country. It is developed in the Colonel to an extraordinary degree, and is one of the chief means by which, however hard beset, he has always been able, so far, to find a way out. He is essentially a man who means business, who believes that the army is here to fight, and it is especially in action that he makes his value felt."

Can there possibly be a better epitaph for or appreciation of a leader of cavalry?



JONATHAN'S ANSWER.

By CAPTAIN C. R. MAJOR, The York and Lancaster Regt.

"No, General, no! You are wrong; the burden of history is against you."

Jonathan Frankenstein, Prime Minister of Godavia, better known as "Ugly Jonathan" on account of a somewhat peculiar cast of features, sat back in his seat, put his finger tips together and with his elbows resting on the arms of his swivel-chair, surveyed the Chief of the General Staff with a quizzical and slightly amused stare. That officer was obviously perturbed. He had just finished a somewhat lengthy oration, and now paused, partly for want of breath and partly on account of the disconcerting gaze of the man sitting so quietly before him. To some extent the Prime Minister always worried the General. There was a peculiar quality of aggressive aloofness about this man of Jewish extraction, which, added to the problem he had put to the soldier, was calculated to upset a more stable individual than the Chief of the General Staff. For the latter, although "a good paper soldier," owed his successful rise in his profession more to political intrigue and luck than to personality or ability. The General returned the Minister's look.

Ugly Jonathan picked up a paper knife from his desk, balanced it lightly, blade and handle on the forefinger and thumb of each hand, and then coughed; a slight, provocative, irritating cough. The soldier, inwardly cursing himself, found he was actually fidgetting under the amusedly cynical eye of the Prime Minister. Curse the man. Why did he not speak.

There was silence in the large, luxuriously-furnished room.

Suddenly the Minister said, "You want to read your Bible more often, General. You will find the solution of your problem indicated therein."

"Yes?"

"However, be that as it may, the Defence Committee meets in fourteen days' time, and I shall want your considered opinion on the question of how we are to meet this new threat from our Western neighbours, to lay before the meeting. General, our present plans must go by the board." The Prime Minister rose from his chair and commenced to pace the room. "We have a year, exactly a year, in which to make our preparations. My information is to the effect that their offensive starts a year to-day." He stopped opposite one of the windows and looked out over the busy streets of the capital. "Anyway," he said inconsequently, "they will have a fine day for it if the weather is as it is to-day."

The Prime Minister turned back towards the end of the room where the General was meditatively smoking a cigarette. "No, General, we must mend our ideas. This country shall not fail."

The words were typical of the man. The General, as he heard them, thought of the country as it was ten years before, when the Prime Minister took office. A bankrupt nation, still suffering from the devastating effects of the Great European War, corrupt, misguided, over-run with the threat of Bolshevism—a nation tottering to its fall. And now, through the strength of character of this one man, a country solid behind the forces of law and order, its currency stabilized, its prestige enhanced, a rising power in the politics of Europe.

Undoubtedly the man was capable. He filled his high office with peculiar ability and to the indisputable advantage of the country. Nominally, the Prime Minister—actually, its autocratic ruler. No, the country would not fail.

The Prime Minister sat down.

"General, what you have to find is a counter to their preponderance in the mechanical; especially their tanks. They are relying on these. Someone once said the infantry was the Queen of Battles: our Western neighbours regard the tank as such. That is your problem. And what is more, the thing must be done cheaply. You have still to study our limited exchequer. The country financially is sound, but apart from

the alarm a sudden heavy increase in the Army Estimates might cause, it cannot stand what would seem unnecessary and heavy expenditure. As you know, we have increased the estimates to a figure that will cause rather more discussion in the Assembly than we could wish—but I think I can deal with that.” The Prime Minister paused. The lines about his mouth hardened. Then rising to his feet, as though to end the interview, he said, “Your main problem, General, is tank defence—that, and economy.”

II.

Ugly Jonathan, standing bareheaded in the brilliant sunshine that bathed the portico of the massive white-stone Government buildings, smiled to himself as he noted the interest created in the busy street below by his appearance. He felt justified in taking ten minutes' rest, for already, despite the early hour, he had done half a day's work. He turned to a secretary standing attentively behind him.

“What is the time?”

“Ten fifty, sir. The Committee meets at eleven.”

The Prime Minister stood silent for awhile, and then threw away his almost untouched cigar, smiling as he watched a street vagrant catch up the fragrant weed, well knowing that the wretch, later that day, would boast to his cronies in some low-down café over the half-finished smoke that it had been lighted and partly consumed by the Prime Minister. So much was the country for him that even the beggars in the streets rejoiced over his prodigality. Well, their confidence should not be misplaced.

He turned back into the building, stepped into his private lift, and a few seconds later entered the room in which the other members of the Defence Committee were already assembled. After a comprehensive “Good morning,” and a few words with the Chief of the Air Staff, the Prime Minister took his seat.

“Gentlemen, you all received the secret agenda. You will have observed that although this is our usual routine meeting the matters with which we have to deal, so far from being merely routine work, are vital to our very existence. The agenda

merely conveys a hint as to the real nature of this business; sufficient, however, to set you thinking along the right lines. Briefly, in exactly three hundred and fifty-one days from now, our Western neighbours will have launched all their available forces at our frontier defences. You all know enough of the composition of the enemy's land forces to realize that, as we stand at present, their preponderance in the matter of tanks will enable them to batter across the arbitrary and ill-defended line of the frontier with very little difficulty. You also know that owing to the delayed and long-drawn-out deliberations of the Commission that settled the line of the frontier after the Great War, the defences are what might almost be termed primitive."

The Prime Minister paused, and then looked towards the Chief of the General Staff. Picking up a document from the table in front of him, he continued, "I have here the considered opinion of the Chief of the General Staff and the outline of a plan of campaign. Broadly, this plan is active defence. In principle I think we shall all agree, but it is in detail that I differ, and I think you also will favour my opinion. The Chief, broadly speaking, wants Tank against Tank. That is where we disagree. Gentlemen, you need vision. Vision combined with a study of history." The Prime Minister paused. "Every new form of offence—for tanks are essentially a weapon of offence—calls forth in answer a defensive measure to counter it: every new form of tactics causes alteration in existing standards. We must remember this. Did not the massed formations, and the old line with its wedges of men, disappear when the battle axe was superseded? Despite the victories of Crecy and Poitiers, were not the English mercenaries, shortly after, defeated at Cocherel, when the French had devised armour sufficiently strong to turn the English arrows; only in their turn to find the weight of their armour a serious drawback when fighting the lightly-clad English at Auray? Think of Zizka and his methods—remember how this 'blind general of the Hussites developed tactics which defeated the chivalry of Europe.' I might develop my parable and recall to your minds

the gradual forcing apart of armies as firearms were introduced, the revolutionizing of the art of war by the innovations of Gustavus Adolphus, and so on. But I will content myself with these few examples. We, however, are searching for an answer to the tank question. What is that answer to be?"

Again the Prime Minister paused. He was smiling to himself. His small audience knew that rather twisted curve at the corners of the strong, ugly mouth. It meant either a storm of scathing ridicule to follow, or else the exposition of a brilliant solution to a difficult problem. He continued :

"A fortnight ago I asked the Chief of the General Staff if he ever read his Bible, and pointed out that he would find therein an indication of the solution of his problem. He, I believe, thought I was speaking merely in fun. He might have judged from the nationality of my forefathers that my advice was given in no spirit of levity. Gentlemen, the crux of our problem is tank defence. If the Chief of the General Staff had accepted my suggestion he would have found an answer in the First Book of Samuel—'Jonathan's answer'—not this Jonathan," and the Prime Minister pointed at himself, "but Jonathan the Son of Saul : for in the twentieth chapter and the fortieth verse it is written, 'and Jonathan gave his artillery unto his lad, and said unto him, Go, carry them to the city.'"

The Prime Minister crashed his fist on the table. "Artillery, gentlemen, artillery! Guns, more and more guns. Guns on wheels, guns on legs, guns on machines. It is the logical answer, but made logical only by adapting them to our requirements. I must ask you to be patient with me whilst I elucidate a few points. The question of money. The cost of one tank equals, say, that of four guns. Therefore, from the point of view of economy, artillery is certainly our best weapon. Then guns, when they take on a tank, are stationary, and have a better chance of hitting their moving target than a gun inside a tank which is on the move has of hitting something which is stationary. Also remember, in the long run, all tanks can really do is to place its infantry on their objective. They cannot hold it. If it comes to that, guns can also help to do this, whereas,

with regard to defence, tanks are not so effective as artillery. Someone has applied the theory of 'big ship to counter big ship' as a parallel for tank against tank. Again you have only to refer to history. If you wish to apply naval tactics to tank action I would point out that the action of tanks without the support of infantry is similar to a naval action against land forts without a supporting landing force. The subjugation of fortresses solely by the use of ships of war has been the exception rather than the rule in all past campaigns. Think of the Italian vessels which attempted the defences of Lisa in 1866, or the early efforts of the English at the Dardanelles in the last Great War: neither were successful. Whereas, remember, Port Arthur was twice taken by land forces within ten years, and that although the forts of Alexandria were overcome by the fleet it was a landing force which was necessary to establish order."

The Prime Minister's voice had become louder during the last few sentences. It was obvious that he was deeply stirred. After a few seconds he continued:

"Ships may burst through when under daring leaders, such as those with 'Nelson at Copenhagen or Blake at Porto Farina,' but they cannot hold a place. Tanks equally are the same—they can often break through but they cannot hold a position. Bearing these facts in mind, gentlemen, our problem becomes easier."

The Prime Minister crossed to the far end of the room and pressed a button set high up in the wall. For a second the room was in darkness as automatic shuttering to all windows slid noiselessly into place. It was then seen that an electrically-lighted large scale model of the frontier, and the country for a hundred and fifty miles each side of it, outlined in bold relief, occupied three-quarters of the wall space. Picking up a pointer Ugly Jonathan paused for a moment and then continued, "This is the line of the frontier," and the Prime Minister indicated a thin blue line running from top to bottom of the model. "Here, you see all these dark patches?" The pointer passed rapidly from one green outline to another. "They are pine forests, and absolutely impenetrable to Tanks. It is as if

Nature herself has 'cleared with judgment' to help force their attack into certain channels. They must launch their main force either here, or here, or here," and again the pointer flickered from spot to spot. "As you see, this proposed line of defence is roughly parallel to the frontier, although it is fifty miles our side of it. That cannot be helped. We will give them that fifty miles to play about in before we crush them."

As the pointer followed the proposed position the ugly mouth of the speaker formed into a grim, crooked line. "Incidentally it will perhaps mislead them; as, although suitable for anti-defence worked out on our plan, it is not a position which would commend itself to our enemies with their conception of present-day tactics.

"The plan is roughly this. Show sufficient fight on the frontier, and the next seemingly strong position just to the east of it, and then fall back rapidly to the line I have pointed out. Here we shall mass our artillery, form our acoustical stations for locating the main line of approach of their tanks and for obtaining cross sound-bearings on to their reserves, and establish our directional stopping-ray wireless groups. As you know, DeBeauvais' device is now perfect. The ray will stop any engine yet designed, whether on the ground or in the air, within a radius of a thousand yards." Again the Minister paused as though to give effect to his words.

"You may say why have guns at all. But remember the ray cannot stop a human being; and, although, should they get out of their machines and attempt to storm forward on foot they will run into gas concentrations, I understand their anti-gas appliances are excellent. Anyway, the plan is to locate them, stop their machines, and then destroy with gun fire. I confess it is rather like shooting a sitting bird, but then, what would you? It is war, and all war is terrible." Ugly Jonathan half shut his eyes and regarded the gleaming model for a full minute, then resumed. "Yes, gentlemen, I think we can sacrifice those fifty miles to get them into the area of our wishes.

"There is another thing. Remember the question of fuel supply. Our enemies have absolutely mechanized their Army,

but if they develop to the full the use of their mechanical weapons against us, they have only a supply sufficient for four months. We—well, as you know, our supplies are negligible. True, we have stored as much as we can, but it is nothing; and our crude oil supplies would be cut at once in the event of war. America will hold her supplies of both. This is another reason in favour of my plan. But enough. The judgment of History alone now will say whether we shall have acted for the best. Gentlemen, I have told you the scheme and the broad outline of our plans. If anyone has other views let us discuss them.”

There was a long pause. So much did this man sway his colleagues that no voice was raised in dissent except that of the General's who was understood to murmur that he was being tied down to mere passive defence.

III.

“Line ahead.” The flickering-leaf cipher in the instrument board of the Battalion Commander's tank swung over rapidly under a small green light. Eagerly the keen-faced soldier bent over the marvellous little instrument, as simple as, and in fact based on, the plaything a child flips over quickly to watch the series of pictures make up a complete movement. Controlled by wireless, both as regards the colour of the light, which would affect the meaning of the cypher under which it was read, and the speed of the flickering leaves, the cipher machine ensured absolute secrecy.

It was a year after the conference between the Chief of the General Staff and the Prime Minister. True to Ugly Jonathan's pronouncement the West had commenced their offensive.

Turning to his Adjutant, the C.O. of the leading Tank Battalion rapped out his orders. The former wrote quickly for a few minutes and then handed the message to a signaller seated alongside. The great tank roared on. Although the engines were developing their maximum speed, inside the control compartment all was comparatively quiet, only a slight murmur came through the sound-proof walls, whilst the gyroscopic action in the under-carriage neutralized vibration and made the

body of the tank so staple that a man inside the monster could write with ease.

"Send orders for No. 1 Company to keep further out on the right flank. They should make sure of this village." The Battalion Commander pointed on his map whilst the Adjutant noted down the reference. Presently the instructions were passed by wireless to O.C. No. 1 Company.

* * *

A pleasant-faced curly-haired youngster in one of the leading tanks of No. 1 Company nodded his head as he received his orders. He smiled to himself. Now, at last, they were nearing the Frontier. Perhaps he would have the honour of exchanging the first shells with their Eastern enemies. Life was good. Young as he was he was holding an important command. The sudden expansion had made promotion rapid. Well, at last they were going to have a chance of putting their training into practice.

The Frontier!

On the extreme right, where No. 1 Company was cruising along at three-quarter speed, there was little resistance. The company commander noted some hasty defences on the Frontier itself, but these had been deserted. He was smiling happily. It was as everyone had expected. The enemy had made no attempt to push troops over the Frontier, and the threat of the huge armoured force had been sufficient to send the infantry and the frontier guards scuttling like so many rabbits. A few guns were firing to the last, but their shift would be short.

Everything was working as anticipated. Therefore, the fight would probably take place on those low hills, twenty miles to the east. Well, twenty miles were nothing. He switched the indicator over to "full speed ahead." The monster rolled forward.

No. 1 Company Commander reached up with his right hand and inserted a plug in a wireless instrument just above his head. He turned to his second in command, who was in the gunnery seat just behind him.

"You know their lingo. I am going to listen-in to their

wireless. Sure to be broadcasting some lies to the populace. I believe we are doing a little broadcasting on our own. Of course, ours will be a true statement of the case. Poor devils, it'll make 'em think when they realize what they are up against."

The great tanks rolled on.

Presently a thin, reedy voice, speaking in a foreign tongue, could be heard. The second in command interpreted whenever his company commander's face showed blank. The reedy voice kept on. ". . . alarm stations will be manned on the agreed signal from the Parliamentary Buildings. Areas will practise their anti-gas precautions daily. This should be done at such times as are least likely to affect the normal life of the community as a whole. Air raids may be expected almost at once. Underground emergency premises should be taken into use at the discretion of area commandants. The enemy . . ." Crash!

"Ah! that's our leading bombing squadron at work, I guess. Good men. Wonder if 'emergency premises' have been occupied? Ah, ah! These Easterners! But here we are. Should get some sort of a show here."

Light tanks in skirmishing order could be seen darting with incredible swiftness from cover to cover. They were scouting forward over the lower slopes of a line of hills. Presently one, then two, then two more, ceased to move, as some well-concealed Eastern guns opened up. Others, further to the left, had obviously run into a minefield, for whole tanks could be seen hurtling into the air. But here, on the right flank, the opposition was weak. A few shells, a few mines, and that was all. Further to the left, too, the battle seemed to be dying down. The expected stand on the part of the enemy had not materialized.

Presently the cipher light began to glow and die out in quick succession, indicating that a message was coming through.

A steady green light. Now the flickering leaves signalled, "Push on—but with caution."

No. 1 Company Commander smiled. He would certainly do that, although there did not appear to be much about which

to be cautious. The indicator, which had been showing half speed during the last ten minutes, swung over to "full speed ahead." Again the mighty roar, reduced to a dull murmur as heard within the tank, and the monster crashed forward across country, steering by a compass bearing, due East—on into the rising sun.

Crack! A thin, small sound. Cr-r-crack! No. 1 Company Commander glanced at the speed dial—surely they were slowing down—crack! and the engine stopped dead.

"What is the matter? Surely the damned engine hasn't petered out at a time like this?"

The boyish face was anxious. But he was met by a scared, puzzled look from the driver.

"I can't understand it, sir. The engine is——"

And then the answer came as an armour-piercing shell crashed into the control tower, whilst on either side the companion tanks of No. 1 Company had come to rest like stricken beasts, whilst the enemy artillery ripped and tore their way to the flesh and blood inside the iron casing.

Yes—it was rather like shooting a sitting bird.

IV.

Ugly Jonathan sat forward in his chair. His face creased with excitement. On either side of him were the members of the Defence Committee. A picture was focussing on a large white screen before them. The top right corner gave a reference letter and number. Further to the right, gridded and lettered, was the large scale electrically-lighted model of the Frontier that the Prime Minister had used at his conference a year previously. The Prime Minister was speaking.

"M.54. That is the country near the southern end of our main position. We should see something of interest here. The country is more open, although there are some good covered lines of approach for their tanks. Mark that, General. The picture is becoming clearer. The control-focus from the master plane is perfect now. Marvellous what these wireless-controlled telophoto planes can do. That black square we see moving across

the picture must be where a wireless-operated plane and its duplicate, have been shot down. Ah, they have been replaced from the flying reserve. Look—there, and there! Their leading tanks are coming into action. Ah-h!”

The last exclamation was almost a sigh.

Suddenly the minute tanks shown on the picture were seen to halt, one by one, and then apparently burst into smoke, as shell after shell hit them.

Slowly the pictured scene travelled from left to right across the screen. Now the wooded country further north was being shown. Here things were much the same. Roads and open valleys through the pine forests seemed at one particular spot to be crowded with motionless and battered tanks. The picture swept slowly northwards to the limit of the Frontier.

Ugly Jonathan sat back in his chair. The picture on the screen was fading out.

“Night is falling, gentlemen. We have been so absorbed that we have not noticed the swift passing of the hours. A little food, I think. A night’s reflection should have convinced our enemies of the hopelessness of their endeavours. What’s that, General? We have no speed for counter offensive? Believe me, it will not be necessary. They will be asking for terms before this time to-morrow. We can neutralize them in the air, and on the ground our mechanized artillery is capable of strategical and tactical concentrations as speedily as their tanks—and they have no infantry. No. I shall sleep soundly to-night. I only wish those devils had not destroyed the military broadcasting station. Of course, we can get the news out through the civilian centres, but it is a nuisance. Good-night, gentlemen.”

* * * *

Dawn. Ugly Jonathan and his colleagues were again in the council chamber, watching eagerly the grey-tinted screen which every minute was becoming clearer.

Now the line of the battered and twisted crest of the tank wave, that had surged up to the main defences the day before, could be picked out.

Momentarily the picture was becoming clearer.

"General, General! What is that dark mass, equal distance from our defences, all the way along? Tanks? Tanks halted just out of range of our directional stopping ray. But our guns—surely our guns can deal with them? They are near enough. What does it mean?" Ugly Jonathan was speaking in his usual abrupt manner, but there was a trace of excitement in the clipped phrases.

The picture shifted its focus. Now the country well to the east of the main position was under review. An extraordinary sight met the startled gaze of the Prime Minister. Little, diminutive figures, looking like nothing so much as swarming ants, were seen round the gun positions of the Eastern forces. It was evident a desperate fight was in progress. No artillery was firing. This was a hand-to-hand battle. No artillery could fire. The humans had once again come into their own—tank expert and gunner were fighting now hand-to-hand. But the General was speaking.

"It means," he said, quietly, "that man is paramount to the machine. With him always will be the ultimate decision. Those tanks, just out of reach of the directional stopping-ray, have rushed up their crews under cover of darkness, and the enemy have used them as infantry to stage a dawn attack—and, of course, there were no obstacles. No barbed wire, no trenches: they were not considered necessary," added the General somewhat bitterly, "in this new scheme of things. The heavy gas concentrations were put down, but their appliances must have been equal to that." The General rose to his feet. "Quite an infantry battle," he said. "I will have the general alarm given. These fellows cannot go far. They cannot get any of their tanks forward as the chain of directional stopping-ray stations links up as far as the capital. True, they have the bulk of our artillery in their hands, but, not allowing for the guns which our men would have put out of action before they were captured, most of the guns are mechanized and our stopping-ray can deal with them."

But the Prime Minister was not listening. He was staring

in fascination at that picture which looked like nothing so much as a swarm of ants struggling for very existence.

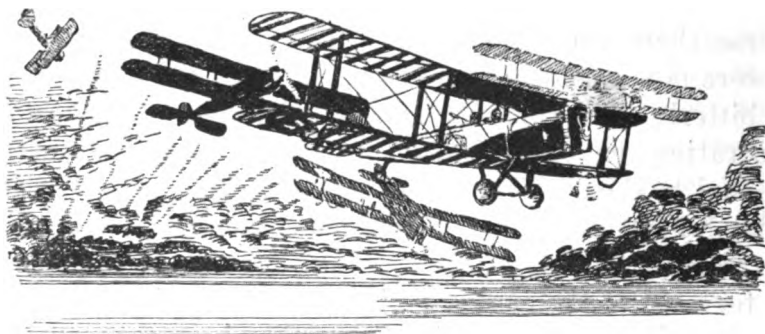
V.

Deadlock. All questions of tank versus gun and gun versus armour were matters of the past. It was man versus man. Primæval man fighting for existence.

The Defence Committee had sat continuously for the past twenty-four hours; the sound of the guns at their very doors. Both sides were seeking relief. "Peace with honour!" was the universal cry.

And now it was over. East had approached West. The Armistice was an agreed fact. The emissaries had left the conference room with the fateful document signed and sealed.

"General," said Ugly Jonathan, with a wan smile, "this past week has taught me that the artillery to which Jonathan was really referring may not be such an obsolete weapon after all. Personally I feel that I am rapidly returning to the days of bows and arrows."



AMAZONS—MYTHOLOGY AND REALITY

By MAJOR T. J. EDWARDS

No doubt it is possible for most countries to produce evidence of the existence of women who have had not only martial minds but have carried out military duties on active service for considerable periods. In our own case we recall Boadicea, queen of the Iceni, who personally took the field against the early Roman invaders, and many other ladies have actively espoused causes in which military operations have played an important part. Joan d'Arc's case will leap to everyone's mind and possibly a few names of women who have served as soldiers in the ranks of the British Army, such as Christiana Davies, Phoebe Hassall and Hannah Snell. It is only a few countries, however, which can boast of having had regiments of women and possibly it will be a surprise to many to learn that a corps of Amazons existed far into the nineteenth century.

The existence of Amazons is sharply divided into two periods, the first being the mythical age of doubt and romance, and the second the modern age of reality.

Some accounts of the ancient writers are written in such a convincing style as to leave no doubt about the existence of these warrior-women, but others link their activities with the gods which throws a doubt around them.

One of the clearest and most detailed accounts of the ancient writers is that of Justin who deals at some length with the Scythians and the Amazons.

According to him the Scythian army was away from home for fifteen years on foreign campaigns. To induce them to come home their wives sent messages to say that rather than see the Scythian race become extinct they would co-habit with

their neighbours. About this time two youths of royal extraction were driven from their own country and took with them multitudes of young men "and settled in Cappadocia near the River Thirmodan, and having possessed themselves by force of the Themiscyrean Plains, took up their quarters. Here they continued for several years to ravage their neighbours—the Scythian women." These men were, however, killed off in a general massacre and the women immediately took up arms to defend themselves against the invader whom they defeated, drove from their country and carried the war into the enemy's country.

This appears to have decided them against matrimony which they now called servitude, having found a soldier's life more to their liking. So that none should be happier than others they killed off all the men who had not gone to the wars. After a campaign they co-habited with the men of an adjoining country to keep up their name and race. All the male children were killed off and the females reared. Justin says that the right breasts were burnt off so that they should not hinder their shooting, but the evidence of sculpture does not confirm this although in most cases the right breast is covered with a mantle.*

They appear to have had two queens, Marpesia and Lampedo who divided the troops among them, each army taking a turn of active service alternately.

For a period the history of these Amazons is connected with the gods Hercules and Theseus and then they appear as allies to the Grecians during the Trojan war.

* In a footnote on page 63, Vol. II of R. F. Burton's "A Mission to Gelele, King of Dahome," he says, speaking of the word "Amazon":

"The word is probably some barbarian word Grecised. It has three popular derivations—the Scythian, *Amm Azzon*, which the Greeks interpreted 'without breasts'; *aneu mazon*, without a breast (the right), mythically believed to have been removed for the better use of the bow; thirdly, *amazosas*, or women living together.

"In Dahome the soldieresses have two titles, *Akko-'si*, also applied to the eunuchry, means King's (*Akhosu*) wife ('*si*). The other and equally popular name is *Mi-no*, our (*mi*) mothers (*no*).

"The Anglo-African calls them 'Ama-johns'; for which also a derivation might perhaps be found."



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SEH - DONG - HONG - BEH
An Amazon in the Dahoman Army

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According to Justin their end came suddenly, in this wise—
 “Minithya or Thalestris was then their queen, who lay with Alexander thirteen nights successively, in order to have issue by him, and then returned to her Kingdom, where she died, and with her the whole name of the Amazons.”

The account of Diodorus of the Amazons is very similar to that of Justin's but he records one episode which is omitted by the latter, and as it fixes the period of their existence, it is given here :—“Henceforward many great things were done by famous women, not only in Scythia, but in the neighbouring nations. For when Cyrus, King of Persia (about 600 B.C.), the most powerful prince of his age, led a mighty army into Scythia, the Queen of Scythia routed the Persian Army, and taking Cyrus himself in the battle prisoner, afterwards crucified him.”

The following extract from “The Historians' History of the World” bears directly on the probable origin of the legend of the Amazons :—“The Cappadocians had the reputation of being brave but untrustworthy, characteristics appropriate to a people who worshipped a warrior moon-goddess. For besides the moon-god Men, they adored Ma, or Mene, identified with Bellona, as well as with Artemis. Ma was waited on by numerous priests and temple servants, who constituted the main population of the southern Comana, while hosts of maidens, clad in warlike dress and wearing the same weapons as their divine mistress, participated in her wild rites. It is thought that it was the existence of these women which gave rise to the legend of the Amazons, or nation of female warriors, whom the Greeks supposed to have had their home in the mythical town of Themiscyra on the banks of the Thermodon in Pontus.”

A gem found near Aleppo has represented on it a Hittite goddess, the counterpart of the Greek Artemis. The priestesses attending the goddess are armed with a double-headed axe. They also danced with shield and bow, and these circumstances also appear to have given rise to the existence of Amazons in the minds of ancient writers.

In early Greek sculptures Amazons are depicted fighting on horseback as well as on foot. In one instance an Amazon is

represented standing by her charger in the act of using her spear as a leaping-pole to assist mounting.

MODERN AMAZONS

It will no doubt come as a surprise to many to learn that Amazons, in a very real sense, existed in Dahomey, on the West Coast of Africa, until late in the nineteenth century, and probably would have been in existence to-day but for their slave-trading, human sacrifices and brutal customs.*

How long Dahomey had an Amazonian army is difficult to establish. Burton produces evidence showing that they were in existence in 1708. There is no doubt about their existence in 1728, for in that year Agajah, the fourth king, was attacked and heavily defeated by the Eyeos, the implacable enemies of his race. To avenge this defeat Agajah immediately organised a regiment of the women in his palace, giving them proper officers and furnished like regular troops with drums, colours and umbrellas, making, at a distance, a very formidable appearance. With these he attacked and defeated the combined hosts of the Whydahs and Popos, and since that time the Amazons have ever been a power in the empire. (Burton.) It was under Gezu, who reigned from 1818 to 1858, that the Amazons attained their greatest prestige.

Burton attributes the origin of the formation of the Corps of Amazons to the masculine physique of the women, which enabled them to compete with the men in enduring toil, hardships and privations, and, perhaps, the king's desire to stimulate the men to higher efficiency. Their numbers appear to have gradually diminished after Gezu died and their last trace disappeared when the French assumed control of Dahomey in 1890.

To understand the organization and methods of the

* For the details of the Amazonian Army of Dahomey we are chiefly dependent upon the following authorities: (a) "Dahomey and the Dahomons; Being the Journals of two Missions to the King of Dahomey in the years 1849 and 1850," by F. E. Forbes, Commander, R.N., F.R.G.S.; (b) "A Mission to Gelele, King of Dahome," by Sir Richard F. Burton (1864); (c) "Dahomey as it is," by J. A. Skertchly (1874).

Amazons* the explanation of a few names of the principal officers and formations is necessary.

After the king, the man who really mattered was the *Ningan*.† This individual was Prime Minister, Field-Marshal and war Captain-in-Chief. He was also Chief Magistrate, Superintendent of Police and Executioner. He held no communication with visitors to the king unless they had been created *Bonugan*, or war Captains. His whole mind was given to war and he had no dealings with civil business connected with trade. He invested all newly made officers with their robes. All male officials have a corresponding female "double"‡ or in military parlance, an "opposite number," and the *Ningan's* is called *Gundeme*.

Next to the *Ningan* is the *Gaou*, who is also a Field-Marshal and commands the second division of the army. His female counterpart is the *Khetungan*. The *Gaou's* deputy is the *Matro*.

Next comes the *Meu* who commands the left division and his deputy is the *Kposu*. Their female counterparts are the *Akpadume* and the *Fosupoh*.

The female army was a replica of the male and was organized as follows :—

The total strength appears to have varied from 2,500 to 5,000. They were organized in three brigades.§

(a) The King's company or *Fanti* Company.||

This is the King's body-guard, the bravest and strongest of the Corps. It was commanded by the King or his representative, the *Unlinwanun*, corresponding to our Captain-Lieutenant of the seventeenth century.

Each brigade or company had a headdress peculiar to itself. The members of the *Fanti* shaved their hair *à la turban* and bound it with narrow fillets, with alligators of coloured cloth, usually blue, sewn on to the band.

* The description narrated by Skertchly is given.

† Sometimes spelled *Minghan*, *Miegan* or *Tamegan*. It is said to mean "We are all Captains."

‡ Termed "mothers" in Dahomey.

§ Various also termed "divisions," "wings" and "companies." The Household Brigade had three divisions (Burton).

|| On the male side the Blue Company corresponded to the *Fanti*.

(b) The Right Brigade, commanded by the *Gundeme* as the "opposite number" of the *Ningan*, assisted by the *Khetungan*. The members of this brigade had their heads completely shaved except for two tufts, one fore and one aft, of the head.*

(c) The Left Brigade, commanded by the *Akpadune*, as the counterpart of the *Meu*, and assisted by the *Fosupoh* as the counterpart of the *Kposu*.† The members wore their hair *au naturelle*.

Each brigade was organized as follows:—

(a) The *Aqbaraya*, or blunderbusseers. These were the veterans and corresponded to the ancient Roman *Triarii*. Their uniform was a blue tunic with white cross belt. The Standards were ferocious in design, usually depicting a man being cut to pieces or being blown to pieces by a musket. Each Amazon had an attendant to carry the ammunition.

(b) The *Gbetto*, or elephant-huntresses. These were held to be the bravest, and corresponded to the *Gan-u-nlan*, or Sure-to-kill Company, on the male side. This Company had a very distinguished record. Their uniform was a brown waistcoat, with a profuse girdle of leather thongs which hung down below the skirts.

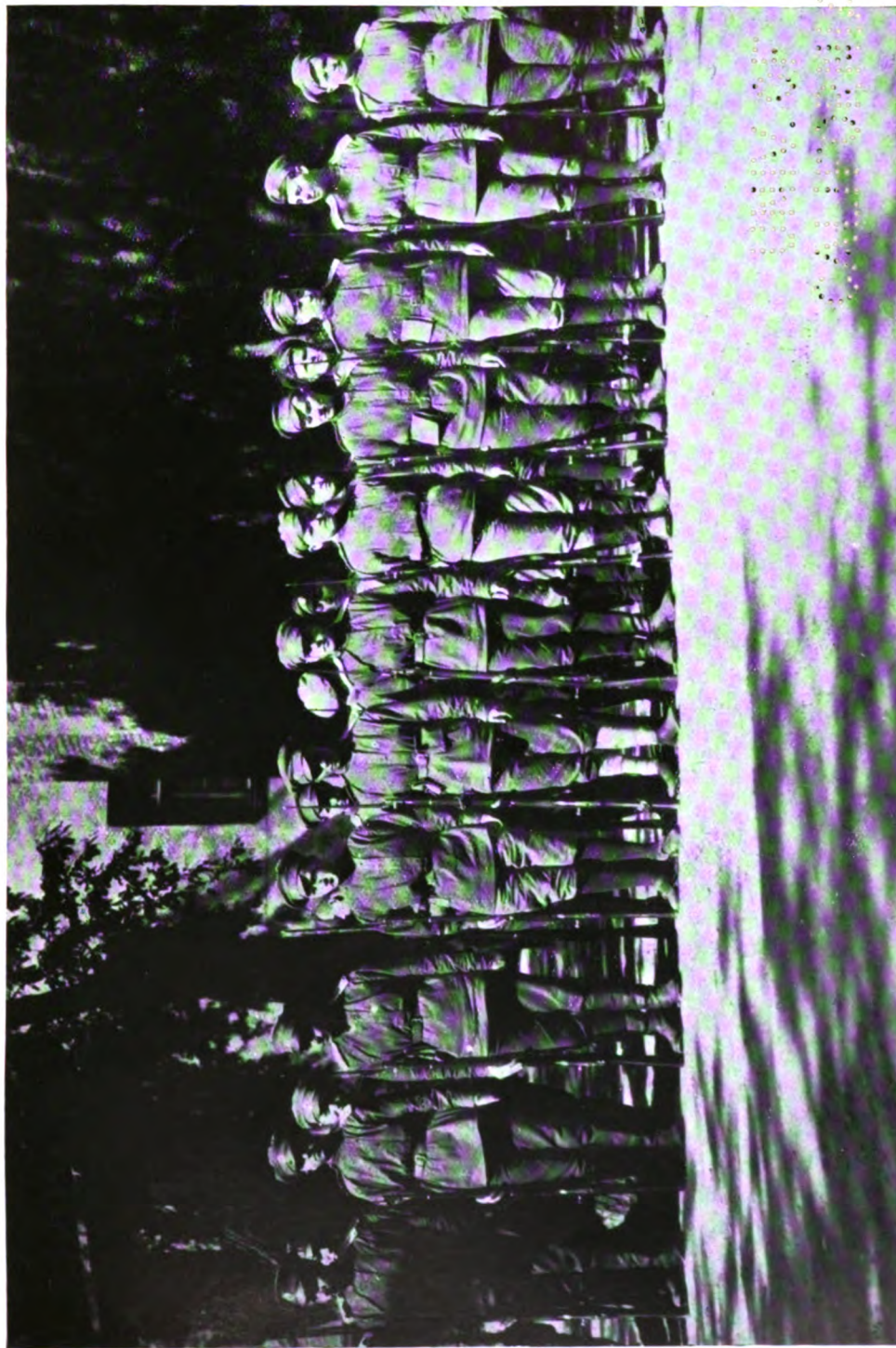
(c) The *Nyekpleh-hentoh*, or Razor women. There were a few of these to each company, armed with a huge blade thirty inches long shaped like a razor, which closed into a black wooden handle. This novel weapon was invented by King Gezu for the sole purpose of cutting off the heads of the kings he captured.

(d) The *Gulonentoh*, or musketeers, who formed the main body. They were armed with Tower muskets and well supplied with bad ammunition (Burton). Their fighting value does not appear to have been very high. Their uniform was a long bluish smock, underneath which a coloured striped skirt was worn.‡

* A good illustration is in Burton's book.

† There is some confusion here, as Burton states: "The left wing, in charge of the *Yawe* or she-*Meu* (Skertchly says *Akpadune*) and the *Akpa-dume* (Skertchly says *Fosupoh*) who is coadjutress of the *Po-su*."

‡ An illustration is in Forbes' work.



By kind permission of the Editor, Illustrated London News.

Heroines of Russia : Some of the Contingent of 200 Women that suffered 150 casualties (including 20 killed) at Smorgon and Krevo, and took 100 prisoners.

2
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In addition to the above the King's brigade had a fifth company of *Gohento*,* or archeresses. They were all young girls and were employed chiefly as a show corps as their weapons were useless in war. "They were distinguished by scanty attire, by a tattoo mark extending to the knee, and by an ivory bracelet on the left arm." (Burton).

All writers pay a tribute to the scrupulously clean manner in which the Amazons kept their weapons, but as regards the fire power, Skertchly remarks "Of their qualities as marksmen I never had any experience, but I should think the hitting of a haystack would be about the sum total of their accomplishments."†

Viewing the corps as a whole, Skertchly says:—"The Corps have a great reputation for valour. Indeed such a thing is only what might be expected. Whenever a woman becomes unsexed, either by force of circumstances or depravity, she invariably exhibits a superlativeness of evil." This, however, does not appear to be a fair estimate as he makes "valour" and "evil" synonymous terms.

The method of *recruitment* was fairly simple and was as follows:—Every three years all parents had to present their daughters, above a certain age, to the king. From the better class he selected those likely to make good officers and they were created such forthwith. From the lower class he selected the soldiers. The daughters of slaves became slaves, or camp-followers, to the Amazons within the palace. All daughters of Amazons were Amazons from birth. Those not required were returned to their parents.

Celibacy was enjoined upon every Amazon, except those legally married. The king had several Amazons as concubines and from their ranks he chose his *Kpo-si*, or leopard wives, who had special privileges.

In the field the men occupied the wings and the Amazons the centre. Each wing was sub-divided into right and left

* *Go* (quiver), *hen* (hold), *to* (one that does). The bow was called *Dapa* and the arrow *Gá*.

† Forbes, however, was present at a shooting competition and said they shot well. His account is 24 years earlier than Skertchly's.

divisions while the Amazons had an extra central company, the King's bodyguard.

The right brigade was considered the superior and all officers connected with it held a rank higher than those in the left.

In 1863 Burton saw the corps march out of Kana on the expedition against Abeokuta, where they lost heavily, and this is his description :—"The officers, distinguished by their white head-cloths, and by an esquiress-at-arms, generally a small slave girl, carrying the musket, led their Commands. I expected to see Penthesileas, Malestrises, Dianas—lovely names ! I saw old, ugly, and square-built frows, trudging 'grumpily' along, with the face of 'cook' after being much 'knagg'd' by the 'missus.'"

The method of fighting was on stereotyped lines. The king settled the campaign and kept the objective to himself. All preparations were made in secret and the army would march and countermarch in order to mislead spies. About a day's march before the objective was reached all roads, tracks, etc., were avoided and routes were cut through the bush. The object of the attack was not to kill the enemy but to capture everything alive—the human beings were sacrificed and the animals, birds, etc., eaten. Therefore, surprise was aimed at and a dawn attack was usual. They were allowed to kill an enemy in self-defence only. If the first assault failed they never rallied but always fled back home.

Each company had its Colour, rectangular in shape, and bore a device usually of a kind alluding to animals. Burton states they recorded their war honours on these Colours.

The existence of the Amazons, who did not bear children, contributed largely to the decadence of the race and when the French took over the country only a handful of them remained.

THE RUSSIAN "BATTALION OF DEATH" DURING THE GREAT WAR.*

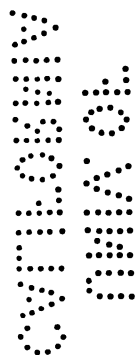
A revival of Amazons took place in Russia during the Great War. When the men (Russians) at the front began to

* The following account is taken from "The Times History of the War," Volume XIII.



By kind permission of the Editor, Illustrated London News.

**With a Portrait of Kerensky and Men of the Guard of Honour :
The Colours of the Women Contingent, Blessed in St. Isaac's Cathedral.**



desert, mutiny or ["fraternise," and their comrades in Petrograd evinced no inclination for duty, the women came forward to shame them by their example. An appeal was issued (19th June, 1917) by the Women's Military Union, founded with M. Kerensky's approval, calling upon all females of sixteen years and over, who had passed through a Secondary School, to join the ranks of the "Death Battalion," whereby they hoped "to raise the spirit of the army" and save their country from imminent ruin. Mme. Botchkareva, an officer's widow, who had fought under her husband's command, became Colonel, and Mlle. Skrydlova, the beautiful young daughter of the well-known Admiral, adjutant. She was afterwards severely wounded.

Within a few days recruits had flowed in, attired in men's uniforms, and were paraded by General Polovtsoff, the Commander-in-Chief. Some weeks later they fought bravely, but, alas ! their gallant behaviour did not produce the impression they had hoped to make upon their male comrades.

Mrs. Rheta Childe Dorr, an American writer who visited them at the front, published her impressions :—

"When I left the women's headquarters a few days ago they did not expect to go into action, though they had been asking to do so for many days. I lived with them for two weeks. There were women of all types, peasants, intellectuals, doctors, stenographers, telephone girls and others. Whilst we were travelling from Petrograd, crowds on the station made fun of us by asking 'Why do you girls want to fight?' 'Because you men are cowards,' retorted the women.

"The first night after we reached the front near Vilna there was a pounding on the door, and a Jewish girl sentinel gave the challenge. 'Arn't the girls in here,' asked some soldiers outside. 'We are not girls, we are soldiers,' said the sentinel, stepping out, 'If you don't go away we will shoot.'

"It rained every day but the women carried out their drills and practices in sharp-shooting unflinching. They lived just as do the men soldiers, with this difference, that Mme. Botchkareva, who is now wounded, is four times stricter.

"Many of the soldiers said 'They will never let you get to the front, the extremists have sent us word, and we will kill you before we permit you.'

"When the word came that they were to be moved nearer to the front, their 'Hurrahs' lasted many minutes.

"These women have overthrown every convention and forgotten everything women have ever been taught. These did their job in dead earnest and there was no nonsense about them. It had never occurred to me before that women ought to go to war, but I am convinced now that in any country under such conditions women ought to step into the breach, guns in hand."

Many other fateful problems had arisen from the swelter of revolution, the most ominous among them being the demands of various races for autonomy, and even for independence. They were destined to grow with menacing intensity after the disastrous campaign of July, 1917.

Under the present Soviet Constitution women are "liable" for service in the ranks.



“BOBBAJEE.”

By CORPORAL-OF-HORSE R. J. T. HILLS.

“A BRITISH Army marches on its stomach,” said someone, very knowingly. Let us speak of our cookery.

Marlborough it was that first discovered—if he did not voice, the epigram. In what was then considered his quaint fashion, he insisted on his soldiers having regular meals, and goes down to history as the most popular, and therefore most successful British General.

The War Ministries of a Continent sat aghast. For the Blenheim Campaign he formed a Base at Heidelberg. He had mountains of shoes there—Continental infantry mainly finished a campaign on rag-bound feet. Barrels of money there were, that his soldiers might experience the novelty of a pay day every Friday. Above all, he had food—and the moral tone of his troops surprised their own Generals. It was Dutch William’s British troops that “swore terribly in Flanders” and not those of Corporal John, though not a decade separated the two.

It is surprising to find that Wellington, nearly two centuries later, consistently neglected his commissariat. His whole attitude, indeed, towards those serving under him, was almost entirely lacking in sympathy. This attitude is perhaps best expressed in a circular letter sent out to commanding officers after the retreat from Burgos in 1812. “The officers,” he declared, “had lost all control of their men” due “to habitual inattention to their duty. Discipline had suffered in a greater degree than he had ever witnessed, or even read of in any army : and this *without the excuse of special hardships*. No army had ever made shorter marches in retreat, had longer rests, or been so little pressed by a pursuing enemy.” As against his remark that there had been no special hardships must be placed

the undoubted fact that most of the infantry were entirely shoeless, that the roads were ankle and often thigh-deep in mud and that, according to the regimental record of the 44th (to quote but one instance) "the men were without biscuit for eleven days, and received only one small ration of beef."

One alarming and very unusual crime set in among the British troops in the Peninsula—that of desertion to the enemy. Wellington was completely puzzled to find a reason. Yet the whole root of the trouble was that he attempted to do by the development of the Provost Marshal's department, what he could more easily and pleasantly accomplish by an increased attention to the Peninsula equivalent of the R.A.S.C. He laboured, it is true, under grave disadvantages. Marlborough was G.O.C., Dictator, everything short of England's Deity. Wellington, in the Peninsula, was a mere struggling general, impeded alike by cheeseparing home-stayers, pestilential army agents, and Spanish allies who preferred rather to let the enemy commandeer supplies than sell them to the British who were to free their country. Yet the fact remains that Marlborough, two centuries nearer to barbarism, never in the course of his soldiering had to blush for British troops as had Wellington, when his men, defying all restraint, perpetrated the sack of Badajoz—a city whose inhabitants we were pledged to save—urged thereto by sheer gnawing emptiness under the waistbelt.

The British soldier is reputed to be a bad forager. He has never cultivated the dragooning habit, the knack of living upon the country, friendly or otherwise, which has made continental armies so easy to subsist. To this fact the R.A.S.C. owes its growth to its all important, rarely failing zenith in the Great War, when its petrol fumes rose above the smell of powder, its starry badge became the most welcome sight on the battle fronts of the world.

But if the British soldier is a bad forager, he is the greatest "scrounger" of combustibles that the world has ever seen. In the midst of a trackless Sahara, the infantryman would burn his boots, the mounted man his very saddletrees, rather than be without a fire. At the siege of San Sebastian in 1813 the invest-

ing British burned even the coffins torn from the cemetery through which their trenches ran. After Waterloo the men of the Life Guards were seen, squatting alongside the road, over fires made of French lance shafts, frying steaks cut from French horses, in cuirasses stripped from Kellerman's dead troopers—grim picture of victory complete.

The Camelry which drove through Palestine with Allenby was perhaps the toughest branch of a tough force. One squad had for its cook a little Cockney who had been “sorted out” from his battalion with glee when the Camel Corps was formed. The column was on the march—woodless against the evening meal. Passing through a tiny village, the little man broke a girth strap—or said he had. The column moved on. A scurry in rear—a camel and a cook, with a whole population screeching at their heels. What was it bobbing ungainly at the back of the saddle? Nothing but the door of the local mosque.

Army rations having been brought near perfection—it is the cooking of them that has exercised the experts since the War, and even during it. It is here that authority has to deal with the strange domestic habits of the individual soldier. Give him pots and pans of aluminium or of copper: let Woolwich issue its most up-to-date field kitchen, still it needs an armed guard to stay him from slinking off to the hedge bottom, there to concoct a witch's broth of his beef in some foul, jagged-edged, and entirely unauthorised tin. Experiments he loathes—other than his own. I have known men wade through a fried—or charred—mess, of which salmon, cheese, biscuits and curry-powder were a few of the recognizable components, and still walk upright. Yet when some well-meaning vitamin enthusiast prompted an issue of chestnuts in lieu of potatoes, complete with instructions for their preparation, and a pamphlet extolling their virtues, the stark fields of France were strewn with the unconsumed whole of the chestnut ration.

Experimenters have much to suffer: yet their victims deserve their meed of sympathy. Elliott at Gibraltar must have been a sore trial. Imagine a General who “made early trial of what quantity of rice would suffice a single person for twenty-four

hours, and actually lived himself eight days on four ounces of rice per diem." I wonder what was the "pet name" the soldiery bestowed upon him at the time? Something pretty sizzling. But he did not stick at rice. He issued an order for the "Guards to mount without powder in their hair" that he might have puddings made of the hair powder. An unpopular station—Gibraltar. Little of the romance of Old Spain in rice and hair powder.

We have our field cookers in the cavalry now. They first made active appearance on Grand Manœuvres several years back. Our own particular squadron cooker was sheer delight. Lizzie had spent a virtuous youth plodding along behind the toiling "Feet." Required in old age to shake her joints to the clanking tune of the heavy cavalry, she came nobly up to scratch. Through the leaks in her armour she belched smoke and cinders. It was an even-money chance whether she provided tea for dinner, or stew for tea, but we loved her as a child loves an old rag doll. The sight of her barging through Basingstoke bye-lanes, her high priest perched precariously on the linking pole, was worth a division of reinforcements. Hampshire remembers her yet. Refractory children are stilled at mention of her name.

A Requiem for the troop cooks of the war days. Never failing, ever-complaining, a good Bobbajee was valued above the chefs of two capitals. Never a Sergeant-Major could shout "Stables—Everyone" at the end of a trek, but the Bobbajee beat him by a short head with a dixie of tea. Maskelyn the marvellous would be lost beside him.

"Dinner? Roll up, lads. Hey, presto. Here's a joint of beef hidden amongst the shovels on the pioneer's pack pony: a few dry sticks in the old water bucket. Hand over your spare feed bag, Nobby—it's got the spuds in it. Packet of Bisto where my field dressing should be. Ten francs, Sir? Thank you. Uffs for breakfast."

God rest your bones, Bobbajee.

“CAVALRY *versus* WARSHIPS”

IN the CAVALRY JOURNAL of July, 1927, an article entitled “A Unique Achievement by Cavalry and Horse Artillery” stated how French Cavalry captured a fleet of warships, which was immobile owing to the ice.

By the courtesy of the Editor of the *Cavalry Journal* of the United States, we are enabled to publish an extract from the life and actions of General Forrest, in which similar episodes are narrated. A short account of the remarkable feats of this cavalryman was also published under the title of “The Confederacy’s Greatest Cavalryman” in the January number of this Journal.

“CAVALRY *v.* GUNBOATS.”

“In 1864, when Sherman’s base of supplies were moved to Johnsonville, Tennessee, on the Tennessee River, his line of communication at once invited Forrest’s vigorous attention. He stationed several batteries of three inch guns, well masked and supported by troops, at different points along the river where they could observe and command stretches of water from one to two miles in extent. These ambushes being prepared, they waited for unsuspecting gunboats or transports to pass by. When a richly laden prize was sighted she was usually allowed to pass one of the masked batteries and so became the target of two. Then shells burst unexpected upon her from each side while Confederate sharpshooters from another bushy covert made quick work of any blue coats indiscreet enough to show themselves upon the deck.

“One transport, the *Mazeppa*, in this predicament made for the opposite shore where most of the crew with the exception

of the captain escaped to the woods. The Confederates saw their quarry effectually checked but apparently hopelessly out of reach as there were no small boats at hand with which to cross over and obtain possession of her. At last a brave Confederate cavalryman, whose name unfortunately we do not know, strapped a six-shooter to his shoulder to keep the powder dry and, seating himself on a piece of drift wood with a plank for an oar, paddled across and received the surrender of the captain who generously leaned down and helped him over the gunwale. Mindful of the Confederate guns, which were still frowning upon them from the opposite bank, the captain with the few remaining members of his crew directed the boat and the two barges of supplies in tow to the other side where she was received amid wild Confederate yells. By such means as this Forrest contrived to capture a number of Union gunboats and transports, a feat which General Grant pronounced remarkable for cavalry."

"The Invincible Raider," from the *Cavalry Journal* (U.S.), October, 1928.

O. J. F. F.



CORRESPONDENCE

"From Buenos Aires to New York on Horseback."

TO THE EDITOR CAVALRY JOURNAL,

SIR,—Reference the very interesting article on the remarkable journey, alone, with two horses, being undertaken by the old Malvernian master, Mr. Tschiffely, from Buenos Aires to New York, which appeared in your Journal of October, 1927, the final result may not be known to all your readers.

The following is, therefore, taken from page 172 of the Official Catalogue of the Forty-third Annual Horse Show held in New York from November 8th to 14th last :

"SEÑOR AIMÉ TSCHIFFELY

will exhibit his two Argentine 'Creole' horses, 'Nancha' and 'Gato,' 19 and 18 years of age, with which he recently completed the remarkable achievement of riding from Buenos Aires to Washington, crossing the Andes three times; distance, 10,000 miles; time, 3 years 4 months; in the arena Wednesday, November 14th, 8.55 p.m.

"These horses are on view in the stables and visitors are welcome to examine them and to hear interesting experiences from Señor Tschiffely."

(A photo appears on the same page of the rider holding one of his two horses.)

Yours faithfully,
F. W. TIMMIS.

December 9th, 1928.

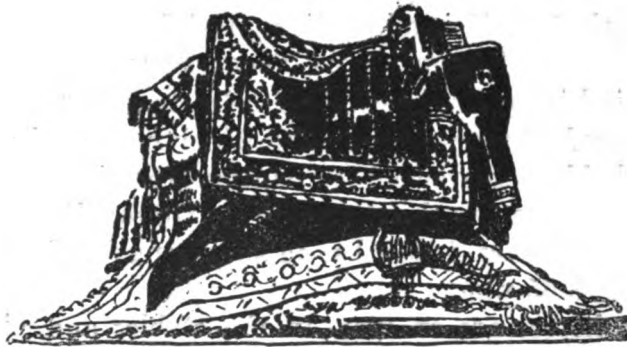
UNITED SERVICE CLUB,
SIMLA,
December 30th, 1928.

TO THE EDITOR, CAVALRY JOURNAL.

SIR,—I do not think that the recent article on "Women Soldiers" made mention of Anne Daccur, who served in the

East India Company's troops at Madras *circa* 1703. Though a soldier, she apparently came out from England to Madras under the protection of a "Mr. Adrion Plymour." When the Madras authorities discovered this, they made him not only marry her but also reimburse the sum of 56 pagodas, the cost of her passage from England. (Indian Record Series, *Vestiges of Old Madras*, II, 39.)

Yours, etc.,
H. BULLOCK.
(Capt.)



"A borrowed horse and your own spurs make short miles."

EDITOR'S NOTES

CHANGE IN DESIGNATION.

1. His Majesty the King has been graciously pleased to approve of the 3rd/6th Dragoon Guards being in future designated the 3rd Carabiniers (Prince of Wales's Dragoon Guards).

2. The title for official correspondence will be 3rd Carabiniers and the abbreviated title of the regiment will be 3rd D.G.

ISSUE OF MECHANICAL VEHICLES FOR EXPERIMENTAL PURPOSES.

We have been informed that certain cavalry regiments at home are being issued with various mechanical vehicles for experimental purposes. The 1st Cavalry Brigade at Aldershot is being given eleven Austin 7-h.p. cars (2-seaters) for each of its two Regiments (the King's Dragoon Guards and the 14/20th Hussars), and in addition five Armoured M.G. Carriers for the King's Dragoon Guards. The 2nd Cavalry Brigade at Tidworth will be issued with eleven Austin 7-h.p. cars for each Regiment (Bays, 3rd Carabiniers, and 16/5th Lancers, and in addition five Armoured M.G. carriers and four Ammunition Trailers for the Bays.

A HOG-HUNTER'S DINNER.

A strong and influential Committee under the patronage of H.R.H. The Duke of Connaught and the Chairmanship of Lieut.-General Sir R. Baden-Powell has been formed to gather in all Hog-Hunters at the Reunion Dinner on Thursday, June 13th, at the Savoy Hotel. Mr. A. S. Barrow, well known under a nom-de-plume as an author of some excellent books on Hounds and Horses, is the Honorary Secretary, and the Dinner shows

every sign of being highly successful. The idea is most laudable, and it is to be hoped that the Reunion will become an annual affair. Everybody who has held a spear should give their support to such a praiseworthy function. Tickets at £2 per head (which includes wines and cigars) may be obtained from Mr. A. S. Barrow, Inveresk House, 346, Strand, W.C.2.

NEW SUBSCRIBERS, 1929.

The undermentioned have become subscribers since the publication of the January number :—

Colonel R. Fernie, O.B.E., Royal Artillery.

Colonel J. J. Aitken, C.M.G., D.S.O., O.B.E., Royal Army Veterinary Service.

Lieut.-Colonel J. E. L. Streight, M.C., V.D., Governor-General's Body Guard, Canada.

Major Hon. Iran Leslie Melville, Lovat's Scouts.

Major B. P. Krishmaurs, Imperial Service Lancers, Mysore.

Major G. S. Patton, United States Cavalry.

Major J. T. McLane, United States Cavalry.

Captain G. C. Oswald, British Columbia Mounted Rifles.

Captain R. Rimington, Royal Tank Corps.

Lieutenant F. R. Pitts, United States Cavalry.

Lieutenant C. C. Clendenen, United States Cavalry.

Langla Valley Club, Telagaon, India.

2nd/Lieutenant R. C. L. Kennaway.

J. R. Owen, Esq.

C. W. E. de Maleyne, Esq.

Total	15
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NEW BRIGADE COMMANDER.

Lieutenant-Colonel F. B. Hurndall, M.C., whose promotion to the rank of Colonel has been approved, has been appointed Commander, 5th Cavalry Brigade, Territorial Army, in succession to Colonel P. J. V. Kelly, C.M.G., D.S.O. (26th July, 1929).

REGIMENTAL ITEMS OF INTEREST

9th Queen's Royal Lancers (Trimulgherry, India)

REGIMENTAL SPORTS,

December 18th, 1928.

Best Man at Arms, W.O.'s and Sergeants :—

- 1st. S.S.M. R. I. Taylor.
- 2nd. Sergeant Bradshaw.
- 3rd. Sergeant Hayworth.

Best Man at Arms, L/Corporals and Troopers :—

- 1st. L/Corporal Hardwidge.
- 2nd. L/Corporal Frayne.
- 3rd. L/Corporal Banner.

FOOTBALL.

Inter Troop Cup Competition. Final :—

" B." 1.	...	4
Band	...	0

GARRISON SPORTS.

Garrison Cross Country Run, November, 6th, 1928 :—

- 1st. L/Corporal King.

2ND BN. WILTSHIRE REGIMENTAL SPORTS.

1 Mile.—1st. L/Corporal King.

Relay Race.—1st. 9th Queen's Royal Lancers.

L/Corporal King, Bandsman Leach, Bandsman Baker and
L/Corporal Earl.

2ND BN. LOYAL REGIMENTAL SPORTS.

1 Mile.—1st. L/Corporal King.

POLO.

The Regiment won the Egerton Cup in December by beating the Brigade Staff 7—5.

18th K.E.O. Cavalry (Jhansi).

The regiment competed in the Indian Cavalry Tent Pegging Tournament at Lahore, which it won for the 3rd year in succession with a score of 80 points. 10 teams competed.

15th Lancers (Loralai).

The regiment left Sialkot on 16th November, 1928, having handed over horses to the 7th Light Cavalry, and went by train to Quetta where horses were taken over from the 18th K.E.O. Cavalry.

The regiment then marched from Quetta to Loralai via the Spera Ragha Pass where very severe weather was encountered, a snow storm coming on at the top of the Pass. The regiment arrived at Loralai on 1st December, 1928.



HOME AND DOMINION MAGAZINES

“Journal of the United Service Institution of India.”
October, 1928.

This periodical improves with every number. Of the one now under review, perhaps the most interesting item is Capt. Packard's account of the early days of “Shaforce.” The author, who was Staff Captain to the Brigade sent to Shanghai from India in January, 1927, gives an admirable account of the difficulties experienced and problems to be encountered in the early days of the enterprise when all arrangements for the reception of considerable numbers of troops in an area ill-suited for their accommodation and employment had perforce to be made in haste and with inadequate means; and it speaks well for all concerned that the task was eventually carried out, as it seems to have been, with the minimum of discomfort and delay. The “Gold Medal” Prize Essay, dealing with the application of mechanization to Indian problems, written by Major K. F. Franks, contains much valuable food for thought. The writer considers the time not yet ripe for the introduction of an armoured force, and advocates the cross-country armoured car as the only armoured fighting vehicle required by India at present. “The line of advance suited to India,” he writes, “is the speeding-up by mechanization of the transport and maintenance services.” There are also interesting articles on language study in the Far East, annual training in India, and the air lessons of the Morocco War (this last a translation from a French military journal); two notes on responsibility and on military law from the soldier's point of view, and a workman-like account of the Mahratta War of 1803-1804. The lighter side is well represented by two articles on polo, and a series of

amusing excerpts from Sir Charles Napier's more pungent remarks on court martial proceedings submitted to him during his period of command in India. There are the usual notes (including a useful one on London's military libraries) and book reviews.

"The Police Journal." January, 1929.

Readers will find much of interest, if not strictly of military value, in various items of this periodical. Particularly to be commended to their notice are the less technical articles such as that on "The Making of an English Policeman," by the Chief Constable of Birmingham, Major Burnes' on "The Shanghai Municipal Police," and Mr. Longstreth's on "The Difficulties of Police Work in Canada." The journal is admirably produced and illustrated, and includes, besides a number of articles of more strictly police interest, useful legal notes and book reviews.

"The Fighting Forces." January, 1929.

Of the more serious articles in this excellent number the most interesting is probably that on "The Need for Generalship." The anonymous author considers that the Higher Command get insufficient practice in the art of making tactical decisions; too much of their time is taken up with inspections, supervision of training, and administration. The young staff officer coming out from Camberley or Quetta "with all the best attributes of a commander" after a period spent largely in making tactical decisions in schemes and exercises, rapidly forgets all this in long years of office routine and administrative detail, and when his time for command comes has lost all he had previously gained. The point of view is interesting, but no remedy for the defect is given, nor, indeed, is it easy to suggest one. Major Godwin Austen and Captain Richards contribute an interesting sketch of the R.M.C., past and present, and there is a well-written historical study by Lieut.-Commander King-Harman on the state of England after the defeat at Hastings (which we regret to observe he calls

"Senlac") had placed it under the Norman heel. A number of short stories and other articles on military and sporting matters, including three on hunting, shooting and yachting, which we believe are to be the first of a regular series, make up an interesting and instructive number. The editorial comments, as usual, range over a wide field of somewhat controversial subjects, including the vexed one of the attitude of the Services in the forthcoming General Election; disarmament, with its possible concomitant of wholesale "axing," being so much in the air, it behoves them to endeavour to ensure that their own interests in this respect receive the due attention of whatever Government is eventually returned to power.

"Journal of the Royal Artillery." January, 1929.

Two opposite views on the question of Armoured Fighting Vehicles appear side by side in this number. Colonel Broad in a lecture on the tactics of these vehicles deals at length with such questions as the composition of the armoured brigade, the tasks on which such a formation may be employed and the methods of carrying out those tasks. The German Major Justrow in an article translated from the "*Militär Wochenblatt*," does not consider that such vehicles will play a decisive rôle in future wars, and thinks it an easy matter to devise weapons which will put paid to their account. General MacMunn deals with the real British attitude to Afghanistan in a brief paper which recent events in that country have rendered in some respects out of date; in the course of it he boldly undertakes a defence of the British policy which led to the first Afghan War—a task which most historians have long since given up as hopeless—for that policy was in a unique degree at once a crime and what—according to Boulay de la Meurthe's famous epigram—is worse than crime—a blunder. Two historical articles, one on the two sieges of Louisburg and one on the artillery in the Palestine Campaign, and two on sporting matters, accompany a number of others on technical artillery questions—the use of radio telephony for intercommunication between guns and other arms, the tactical training of the

battery, and aeroplane observation and flank observation. This particular number is well up to the high standard this excellent periodical has set itself by its past issues.

“Journal of the Society for Army Historical Research.”
January, 1929.

The chief item in this quarter's number is a series of extracts from the diary and letters of two artillery officers, Capt. Jesse Wright and Lieut. Thomas Howard Fenwick, both of whom went to the Low Countries in 1793 with a company which formed part of the expeditionary force under the Duke of York. The extracts throw many an interesting sidelight on the manners and customs of the army in those days, though the authors saw little actual fighting and tell us little about it. The haphazard nature of the arrangements for sea transport; the purposelessness of the operations and the slipshod conduct of the campaign; the niggardly nature of the financial provisions for the maintenance of the force in the field; the ill-feeling between the troops and the French sympathising population in Holland; the *camaraderie* between the Guards, who made good provision for their personal comforts, and the less fortunately situated other arms—all these are well brought out in the story. There is also many a touch of unconscious humour and one or two cryptic remarks, as when Major Wright informs his wife that “the bottoms of the people here (at Bergen op Zoom) are not near as large as at Dort.” It is a most readable paper on a campaign for which our sources of information are all too scanty.

The other contents include the second and final part of Sir G. MacMunn's account of the dress of “John Company's” army, a “Caithness Fencible” song of “John Company's” Charles Firth's military writings, mostly concerned with the Civil War and Cromwell, and the usual regular features, of which the most interesting is a note on an early machine gun invented by a Mr. Puckle in 1722.

“Royal Military College Magazine and Record.” Spring, 1929.

It is perhaps unfair for an outside reviewer, and one too

who is not a past inhabitant of the R.M.C., to have to put into print his impressions of so very domestic a publication as the present number of the R.M.C. Magazine. He can only say that, while to so insignificant a person most of its pages deal with matters outside his ken, the literary and artistic level seems as high as ever. He must add that if the happy spirit of editors and contributors is any reflection of the state of mind of the College as a whole, he feels some regret that part of his long-distant youth was not spent within its walls. The only dark spot on the landscape appears to be some grievance as regards the use of the motor,, which would not have affected him, and the round of work, games, entertainments and dances bears witness to an enviably varied and full existence which leaves him wondering how the scribes afore-mentioned have found time to produce such palatable literary fare. The two "general interest" articles one on tiger shooting in Assam, and the other a review of two recent lives of Lord Haig and General Townsend at least command his hearty recommendation and approval.

E.W.S.

"The Canadian Defence Quarterly." January, 1929.
(Ottawa, 50 c.)

The chief article in this number is a description by Major-General A. G. L. McNaughton, C.M.G., D.S.O., of the development of artillery in the Great War. Major-General McNaughton, an account of whose career is also given and who is well known to many Regular Army Officers, has just been appointed the Canadian Chief of the General Staff. Of interest to Cavalry Officers is a short account of the 1928 Canadian Military International Horse Show Team and notes on the reorganization in the American Cavalry. Interesting accounts are given of a journey by dog team in the Sub-Arctic and of the co-operation of radio and aircraft in forestry. The remainder of the articles are mostly historical.

H. N. K.

Just as this number of the CAVALRY JOURNAL was going to press a copy of "The Houghunters' Annual," Volume II, came to hand, so the latter can only receive a short mention here. A full review will be published in the next number. The 1929 volume appears to be well above the standard of the first volume, and besides containing summaries from the various Tent Clubs, it contains many interesting articles. There are some excellent photographs and sketches by "Snaffles."

The Editor acknowledges with thanks the receipt of the following :

<i>The Journal of the Indian Army Service Corps</i>	Nov., Dec., 1928 ; Jan. 1929
<i>The Royal Engineers' Journal</i>	Dec., 1928
<i>The Journal of the Royal Army Medical Corps</i>	Dec., 1928 ; Jan., Feb., 1929
<i>The Canadian Military Gazette</i>	Nos. 22, 23, 24 ; Nos. 1, 2
<i>On the March</i>	Dec., 1928 ; Feb., 1929
<i>The Ypres Times</i>	Jan., 1929
<i>The Yorkshire Hussars Magazine</i>	Jan., 1929
<i>Our Empire</i>	Dec., 1928 ; Feb., 1929
<i>The Journal of the Royal Artillery</i>	Jan., 1929
<i>The Journal of the U.S. Institution of India</i> ..	Oct., 1928
<i>The Wasp</i>	Dec., 1928
<i>On the March</i>	Jan., 1929
<i>The Royal Tank Corps Journal</i>	Jan., 1929 ; Feb., 1929
<i>The Eagle</i>	Jan., 1929
<i>Journal of the Nigeria Regiment</i>	Dec., 1928
<i>The Journal of the Society of Army Historical Research</i>	Jan., 1929
<i>The Royal Military College Magazine & Record</i>	Spring, 1929
<i>The Strathconian</i>	Jan., 1929
<i>The White Lancer and Vedette</i>	Mar., 1929
<i>The Journal of the 5th Inniskilling Dragoon Guards</i>	Dec., 1928

FOREIGN MAGAZINES

To the November-December number of the "*Revue de Cavalerie*" Lieut.-Colonel Flavigny contributes a very interesting paper, describing the work of the Cavalry Corps of von der Marwitz and Richthofen during the battle of the Marne; and shows how four divisions of German Cavalry succeeded in checking the advance of three British Army Corps and a cavalry division, as also that of four French divisions—one of cavalry and three of infantry—whose rate of progression was by the action of the German cavalry restricted to a total advance of no more than 32 kilometres in four days; while if the German cavalymen failed to secure for von Kluck the decisive victory upon which at the outset he was reckoning, they at least helped him to save his army from threatened disaster. The work of the British forces during these operations is described in considerable detail by Lieut.-Colonel Flavigny.

This same number contains a translation from the German of a paper on the future of cavalry in regard to mechanization; the writer reviews the work tentatively carried out at the recent manoeuvres of the European armies, gives the views of many British commanders—among others those of one whom we shall all probably recognize under the title of "General Charles of Cavan"—and sums up the results of his researches and experience by authoritatively stating that the Cavalry has no reason to regard its future with uncertainty, still less with any want of confidence; the late war, says the writer, has shown that an enterprising cavalry, well led, can obtain astonishing results, but that its purely cavalry training must be on an even higher plane than ever before.

The issue of the same journal for January-February of this year contains the first part of what promises to be an exhaustive

account of the operations of the Cavalry Corps of von der Marwitz between the 13th July and 15th September, 1914; this is freely mapped, but so far as the author, Colonel Mayer, has as yet gone, he has drawn no very searching conclusions.

This number contains another contribution of great interest to cavalrymen—an account of the operations of the Austro-Hungarian cavalry in the early days of the war on the Galician front.

In the "Allgemeine Schweizerische Militärzeitung" of the 15th February a Swiss Infantry Officer writes with much confidence and directness on what he calls "the Heirs or the Successors of Cavalry." He shows how from time to time through the ages one arm or weapon has replaced or overcome another on the battlefield; how for the best part of five hundred years the Roman infantry had matters entirely its own way, until at Adrianople the Goths made the cavalry arm the arbiter of the battlefield. Then came a change, when victory lay first with the long-bows of the English archers and then with the pikes of the Swiss infantry; and that when the cavalry attempted to re-assert themselves by adding to their defensive armour, it was at the expense of mobility. The writer now admits that, with each new invention or improvement in armament, the cavalry has done everything possible to adapt itself to circumstances, and to retain some measure at least of its old-time supremacy, and he shows how and to what extent the increasing improvement in firearms has been met; but he contends that the value of cavalry in modern battle finally disappeared on the morning of the 8th August, 1918, when the tank attack was launched, and the infantry found themselves as helpless as were the footmen of the Middle Ages against the mail-clad horsemen of that epoch. In the "Kampf-wagen," the author sees the speed and momentum of modern cavalry combined with the armoured protection of the horseman of old time. Lieut. Ruschmann, oblivious of the fact that in all he has so far said he has only proved how history repeats itself, and that an arm, temporarily driven from the field by modern invention, sooner or later regains at least *some* measure of domination, closes with the

prophecy that the cavalry attack now belongs only to history, that the time is at hand when the fight will no longer be fought to a finish with the last drop of blood of man and horse, but rather with the last drop of blood and *benzine*. "Then, indeed," he opines, "will the armoured car have entered upon the lost heritage of the Cavalry!"

THE January number of the "Cavalry Journal" (U.S.) is not so entertaining as usual. The most instructive article "The Master's Eye Fatteth the Ox" contains many useful hints for cavalry officers—matters of common sense but ones very often neglected. Some notes on the "Experimental Mechanized Force at Fort Leonard" are given under the heading of "Mechanization—Aloft and Alow," and the plea is made "to resurrect the Tank Corps." Colonel Fleming explains the principles of instruction of the Cavalry School and adds comments on Modern Cavalry and Cavalry Training. "Horses and Horsemanship in Germany," by Captain Spindler, who served during the war with a Silesian Regiment, is interesting, as it gives an account of German horsemanship from "the other side of the hill." Under "Topics of the Day" we read that two 37 mm. anti-tank guns mounted on carriages are being issued to regular cavalry regiments as an experiment.



RECENT PUBLICATIONS

PART I. MILITARY.

“Historical and Military Essays.” By the Hon. Sir John Fortescue. (Macmillans.) 10s. 6d.

The reviewer found this small volume of considerable interest; but it would perhaps have less appeal to any reader little concerned with general, as distinct from purely military, historical matters; for much of it is taken up with a series of articles on the papers of King George III, of which only one—admittedly the longest, on his correspondence with the Duke of York during the Flander’s campaigns in 1793-4—is of any especial interest to soldiers. Of the other essays those on Napier’s “Peninsular War,” Marlborough’s staff officer, the sanctity of the Colours, and two conversations with Napoleon at Elba are especially worth reading; but on the whole it is doubtful if these, or any of the others, can be said to justify republication in book form, especially at as high a price as half-a-guinea.

“A Short Account of Canteens in the British Army.” By the Hon. Sir John Fortescue. (Cambridge Press.) 3s. 6d.

In this thin volume of less than 80 pages the historian of the British Army narrates the story of one of the least known, but by no means the least interesting and important, of military institutions. He is well qualified to do so, being related to two of the men who did the pioneer work in placing the organization of the canteen service on an organized co-operative basis in the last decade of the 19th century and having watched the growth of the small Canteen and Mess Co-operative Society founded by

them into the gigantic undertaking known to-day as the N.A.A.F.I. He traces the canteen system—or lack of it—from the earliest days of rascally and greedy authors—of whom Mrs. 'Kit' Davies, whose biography by Defoe has recently been reprinted, was a type—right down through the centuries of neglect, corruption and mismanagement to the miracles achieved in the Great War by the Expeditionary Force Canteens—the direct ancestor of our present-day organization; and in the course of his work throws much vivid light on the hardships suffered by our soldiers in the past for lack of a service such as we of the fighting forces to-day enjoy. The benefits of this, and of every attempt in the past to better the soldier's lot, are mainly attributable to the initiation of officers of the army who devised it, initiated and supported its first beginnings, and carried out their self-imposed task despite difficulty and discouragement, to a triumphant culmination. It is an admirable story, admirably told, and we can only advise our readers not to be deterred by the apparent unattractiveness of the subject from spending an hour or so in its perusal.

E.W.S.

"From Leipzig to Cabul." By G. Stratil-Sauer. (Hutchinson.) 18s. net.

This book is a translation from the German of an account of the author's expedition from Germany to Afghanistan, a great part of which he accomplished in spite of many and great difficulties on a motor bicycle.

Readers who may pick up the book hoping to be enlightened at this present time as to Afghanistan will be disappointed. Apart from the author's prison diary the account of his journey through Afghanistan is confined to a few pages. It is interesting, however, to note that Dr. Stratil-Sauer included King Amanullah, the late Amir, as amongst the great men of the East produced by this epoch.

As a book of travel it contains much that is interesting about Asia Minor and Armenia, but more especially about Persia.

The accounts of the author's prison life and his trial by an Afghan Court for the murder of an Afghan subject also add considerable interest to the narrative.

"Historical Records of the South Nottinghamshire Hussars Yeomanry, 1794-1924." (Gale & Polden, Ltd., Aldershot, 1928.) 21s.

The history of the South Nottinghamshire Hussars Yeomanry from its formation in 1794 up to the time of its conversion into the 107th Field Brigade R.A., is complete in every detail, and will prove of interest, not only to the people of Nottinghamshire, but also to all those who have the interest of the Yeomanry at heart.

This book is exceedingly well compiled and illustrated and worthy of a position in any military library.

Regimental histories are apt to be looked upon as publications for the use of those alone who are interested in the particular regiment, but this volume throws many side lights on the South African and the Great Wars which are not to be found elsewhere.

Appendix "D," giving details of every Yeomanry regiment which has been in existence during the last 150 years, is unique, and the arguments for and against the much debated "order of precedence" throw an entirely new light on the situation. It is felt, however, that no order of precedence could be given which would satisfy all regiments. For example, if continuous service is to be the main consideration you have the anomaly of a regiment raised for the first time during the South African War taking precedence of a regiment which has been in existence for 150 years with the misfortune of a short period of disbandment.

T. T. P.

"Twenty-five Years with Earl Haig." By Sergt. T. Secrett, M.M. (Jarrolds.) 7s. 6d.

The value of this book by Lord Haig's personal servant lies in the intimate portrait which he is able to give of the British Commander-in-Chief. Loyal and devoted, believing that his

master could do no wrong, Sergeant Secrett brings out on every page the courage of the Field Marshal, his steadfastness and devotion to his men. A large number of stories, new and otherwise, are related and there are many comments on affairs and persons as seen from a batman's point of view. The book ends with the description of Lord Haig's work for the British Legion and the ex-servicemen throughout the Empire, and Sergeant Secrett declares that "the Earl worked during the last years of his life harder than he had ever worked before."

"Cold Feet." Edited by Terence Mahon. (Chapman & Hall.)
7s. 6d.

This purports to be written by an Officer while awaiting the carrying out of his sentence of death for cowardice, and to be edited by the Roman Catholic padre who accompanied him. It is a psychological study of an abnormal sensitive man.

The early part of the book describes the non-development, in fact the checking of the growth of character in the schools which he attended; the second half how he, "a hero in imagination, a coward subconsciously and in practice," seeks or accepts the excuses for the "safe" way. The book is spoilt to some extent by the "Addendum" in which the "editor" describes how the death sentence was not actually carried out, but was ultimately revoked, and the accused awarded a posthumous Military Cross! Apart from this, however, and an incredible preparatory school, it is interesting and thoughtful reading, and there are many sound observations on the upbringing and development of the human boy.

H.N.K.

PART II. SPORT AND EQUITATION.

"Horse Training." By Lieut. H. S. J. Bourke, R.A.
(Hutchinson and Co.) 12s. 6d.

It would appear from the preface that one of the author's objectives has been the production of a book which will assist those of moderate means, especially young officers, to find the cheapest way of enjoying sport. There is no doubt that as far

as polo is concerned, there is only one way to do it with reasonable economy, and that is to train your own ponies and so avoid the prohibitive prices of the ready-made article. Lieut. Bourke has succeeded in producing a treatise which is extremely easy to follow, and the illustrations are excellent.

Under choice of bits, the author gives five guiding factors but he appears to have left out the most important one of all, namely, the "hands" of the rider. How often does one hear a purchaser at Tattersalls ask the question "What bit does he go best in?" and he so seldom gets the true answer "the lightest which your 'hands' will admit of."

We confidently recommend this book to all young officers, and those whose training days are over will find it a useful present to give to any youngster in whose riding they are interested.

T. T. P.

"Saddle and Steel." By The Right Hon. Lord Dunalley, D.S.O. (Jarrolds, Publishers.) 7s. 6d. net.

Lord Dunalley has dedicated this book to his brother officers in the "happy hunting grounds" doing their six days a week.

The chief story in the book, entitled "Saddle and Steel," is one which will appeal to every sportsman, and especially to the soldier who has served in Egypt.

It is a tale of an American who has spent the prime of his life as a grinder in the dollar mill, until he had made enough; he then came to Europe in search of somebody to play with. He found in England a young retired cavalryman, whom he engaged as sporting tutor. The schoolroom is Egypt, and the American, who is a very attractive personality, proves to be a very good pupil with the gun and in the saddle.

The reader will be disappointed when he suddenly finds the story is finished and the remainder of the book is short stories.

"In My Opinion." Edited by Major W. E. Lyon. (Constable & Co., Ltd.) Price 3ls. 6d. net.

The title has been very aptly chosen for a book on so controversial a subject as the horse.

It opens with a sketch of the evolution and history of the horse showing how the influence of sport in this country created the spirit of competition.

There are chapters by "men who know" on every type of horse that the sportsman wants to know about.

The racehorse comes first, its conformation, training and schooling. Riding over fences is dealt with—as it should be—first in the racing category and later in that of show jumping.

Hunters are given a prominent place in the book with three chapters, hints as to what to buy and what not to buy, some useful points on summering and feeding, and lastly a most interesting description of a day's hunting by a master of fox-hounds.

There is a lot in the book which will meet with the approval of polo players.

The very comprehensive subject of biting has been condensed into one chapter in a very clever manner, and the controversial subject of the standing martingale has not been left out.

One cannot omit some reference to the chapters on feet and shoeing, and first-aid hints, both of which are excellent.

This is a really useful book on the horse, and one which might well be expanded in its further editions.

"A Fox Hunting Anthology." Compiled by E. D. Cumming. (Cassell.) 21s. net.

This is an excellent book consisting of a selection of writings of famous sportsmen of the 17th, 18th and 19th centuries.

Many problems of the business of the kennel are described, such as walking puppies, entering young hounds. A chapter from Peter Beckford on how to use them, follows.

Some useful hints to the youthful follower are given in "Extracts from the Diary of a Sportsman" which, written by Thomas Smith in 1838, are equally applicable to-day.

The author has himself contributed a most interesting collection of stories which show the singleness of mind of the hound, and he has also added some tales to those of Captain Forbes illustrating the wiles of the hunted fox.

A foxhound's first day is sure to appeal to all readers; many will have read it before in John Mills' "Life of a Foxhound," and enjoy the second time of reading as much as they will the account of a day with the "Best 'ounds in England. Best 'ounds in Europe, Hasia, Hafrica or 'Merica."

This very excellent hunting anthology ends with some good tales of famous masters, hunting characters (not excepting Peter Pigskin), and lastly the man who hunts and doesn't like it and the man who hunts for air and exercise.

PART III. GENERAL.

"The Romance of the Road." Written and illustrated by Cecil Aldin. (Eyre & Spottiswoode, Ltd.) £4 4s. Edition de luxe, £8 8s.

Mr. Aldin in this book takes us back to 1828 for his picture of the golden age of coaching, which has been termed "the romantic age." To us it may seem romantic, though it is doubtful whether our forefathers, travelling on the outside or even in the inside of the coach appreciated the romance of a winter's journey.

The author first gives us a picture of the general coaching conditions in 1828, dealing with coaches, chariots, eight-horsed wagons and packhorses. He then visualizes in detail two journeys, one to Bath and the second to Portsmouth. The first is by mail coach "at the incredibly fast rate of travel of 11 miles per hour," the coach waiting for no man, but yet we notice that the driver "Broadback" was in the habit of stopping at wayside and hospitable inns to "deliver a small parcel." "Broadback" was certainly an interesting personality, full of reminiscences and of gossip, which he imparted to willing ears *en route*.

In the second journey, the author takes us in mid-winter to Portsmouth by the stage-coach "Regulator"—a matter of ten hours then by road—and many interesting records are brought out, such as the dogged endurance of the guard "Nobbs," who was on duty for two days and nights and who covered 286 miles in deep snow by coach, chaise and on horseback.

So punctually did the coaches run in those days that people were in the habit of setting their watches by the arrival of the mail (apparently 5 G.B. was unknown). Cecil Aldin has led the reviewer to wonder whether the congestion on the roads was not as great in 1828 as it is to-day, as apparently it was a usual occurrence to meet droves of 600 cattle, eight-horsed wagons, to say nothing of "droves of turkeys," whose feet had been dipped in pitch, proceeding to catch the Christmas markets.

The volume includes eleven excellent colour plates, and the text is well illustrated by black and white sketches, and by detailed maps of the Bath and Portsmouth Roads. "The Romance of the Road" is certainly a very entertaining book, reflecting great credit on Cecil Aldin's brush and pen.

O.J.F.F.

"The Unforgiven." By General P.U. Krassnoff. Translated from the Russian by Olga Vitali and Vera Brooke. (George Allen & Unwin, Ltd.) 10s. 6d. net.

General Krassnoff's first novel, reviewed a short time ago in this JOURNAL, was a story depicting Russian life as it was just prior to the Revolution and during its earliest stages.

"The Unforgiven" is a tale of 1918. It is far more readable as a novel, for, although it is true to life and is consequently a tragic story, it is far less gruesome.

The story centres round the family of General Kusskoff, formerly commander of an infantry division of the Imperial Army. Being out of work and with no home of his own, he is induced, in order to preserve the safety of his wife, to serve with the Red Army. His sons have gone out into the world and are serving with the Whites in the South. One of them, on discovering that he is fighting against his own father, leaves his regiment and, thinking there is nothing useful left for him to do, leaves Russia.

The old General finally leaves the Reds to join the White Army, only to find it disarmed and disbanded. He is consequently persuaded to go to Germany, where he shortly dies.

His wife had been murdered by the Bolsheviks on account of the General's desertion from the Red Army.

It is a book that ought to be widely read, because General Krassnoff has succeeded in describing very vividly the dissolution of an entire civilization.

"High Pressure." By Colonel Lionel James, C.B.E., D.S.O. (John Murray.) 12s. net.

This is an excellent treatise which relates to the exploits of the author as the foreign correspondent of Reuter's Agency and subsequently of *The Times*. The narrative embodies events in the various military operations between 1895 and 1904.

The work impresses one as a book of fiction—and possibly this is the author's intention—rather than a series of episodes experienced by a journalist.

It is crowded with exciting events and adventures, which are so woven around the historical facts that, perhaps unconsciously, the author leaves a vivid and lasting impression of many "local" situations. It is a book well worth reading, particularly if matter of adventure is desired. As the author states in his Foreword "it is, as my title suggests, just a record of work at 'High Pressure' as a journalist. It is a personal affair—no more—no less."

A pleasing feature in the subject matter is the frequent introductions of personages of high rank in modern history. The author gives us so many instances of various traits in their respective characters that the reader is impressed how human, strong willed, noble and sound of judgment they are.



SPORTING NOTES

CANADIAN SPORTING NOTES

NEW YORK HORSE SHOW.

Canadian Army Team results. Team consisted of :

Major R. S. Timmis (Bucephalus and Uplands), R.C.D.

Capt. S. C. Bate (Golden Gleam and Lucifer), R.C.D.

Capt. L. D. Hammond (Sergeant Murphey and Montreal), R.C.D.

In the Team Cup, Canada came fourth, only two points behind Germany, who won. Seven nations competed.

The Canadian team came second and third in the Westchester Cup, for teams of three ; U.S.A. coming first. Competition was very keen. The U.S. Army team won most of the individual classes with their twenty-two horses, which were the pick of the United States from coast to coast. The Canadian Team won 16 seconds, thirds or fourths.

TORONTO " ROYAL " HORSE SHOW.

Canada won two of the four big open Jumping Events : Major Timmis on Bucephalus, won the International Officers' Event, after tying with five of the American officers, with a clean performance over the "A" Course.

Captain Bate won the " Touch and Out " on Lucifer, which was the biggest Stake Class in the show.

In the three International Team Competitions against the U.S.A., U.S.A. won the first, the second was a draw, and Canada won the third. In the grand aggregate, U.S.A. won by one point.

OTTAWA HORSE SHOW

R.C.D. team :

Major Timmis (Bucephalus and General Toby).

Capt. Bate (Golden Gleam and Lucifer).

Lieut. Churchill Mann (Bobs and Batchelor's Gold).

The chief wins were :

Touch and Out.—General Toby, 1st ; Batchelor's Gold, 2nd ; Bucephalus 3rd ; Bobs, 4th. All tied with clean performance first time.

Open Military.—Bucephalus, 1st ; Golden Gleam, 2nd ; Batchelor's Gold, 3rd ; Bobs, 4th. All tied with a clean performance first time.

Military Teams of Three.—R.C.D. Team won with Toby, Golden Gleam and Bobs.

Triple Bars.—Golden Gleam, 1st ; Bucephalus, 3rd. Both these horses tied twice with the second horse, with a clean performance, over four triple bars.

Hunt Teams.—The R.C.D. team got 2nd, with Toby, Bobs and Lucifer.

Stakes Class.—Bucephalus won after tying with second horse with a clean performance.

Light-weight Hunters.—Golden Gleam won.

POLO AND RACING NEWS FROM INDIA

THE BARTON CUP POLO TOURNAMENT, JUBBULPORE, NOVEMBER, 1928

The entries consisted of three local teams, two of which were from the 13th D.C.O. Lancers and the third a Gymkhana team, and four teams from the Equitation School, Saugor. Of these "The Equitights," consisting of :

Major J. C. Walker, 3rd Cavalry	1
Major G. C. G. Gray, Skinner's Horse	2
Captain C. A. Cairns, The Royal Deccan Horse ..	3
Mr. J. E. Gordon, Probyn's Horse	Back

won the main tournament, beating the 13th D.C.O. Lancers "X" in the final by 5—3.

The 13th Lancers "Y" were beaten by the odd half goal in the final of the subsidiary tournament by another Saugor team—"The Rabbits"—consisting of :

Mr. H. G. Trouton, R.A.	1
Mr. D. C. Voelcker, 20th Lancers	2
Mr. D. N. E. O'Halloran, R.A.	3
Mr. H. W. L. Cowan, R.A.	Back

NOTES ON THE THREE SERVICE RACES AT THE ARMY CUP MEETING, LUCKNOW, NOVEMBER, 1928

Results.

The Grand Military Steeplechase.

- (1) Llyn Eigian, owned by Capt. E. L. Turner, Skinner's Horse, ridden by Mr. G. H. B. Wood, R.H.A., Equitation School, Saugor.
- (3) Wigan Lad, owned by Major J. J. Clune, R.A.V.C., ridden by Mr. Bland.
- (3) Look Ahead, owned by Lt.-Col. G. C. L. Kerans, I.M.S., ridden by Mr. Anderson.
- (4) Prickles, owned by Capt. C. W. Scott, 9th Gurkhas, ridden by Owner.

The Army Cup.

- (1) Fillet, owned by Major S. O'Donel, M.C., R.A.V.C., ridden by Capt. M. Cox, The Central India Horse.
- (2) Warrior Belle, owned by Capt. S. Sandford, 3rd Hussars, ridden by Mr. Admans.
- (3) Brown Ast, owned by Major W. B. Rennie, R.A.M.C., ridden by Capt. T. G. Atherton, The Royal Deccan Horse.
- (4) Weed Killer, owned by Capt. Gibbon, I.M.D., ridden by Major Thwaytes, R.A.V.C.

The Services Plate.

- (1) Lough Mony, owned by Major J. J. Plunkett, R.A.V.C., ridden by Owner.
- (2) Granary, owned by Major W. Rennie, R.A.M.C., ridden by Owner.
- (3) Ruben Ranzo, owned by Capt. M. Cox and Capt. H. A. Wansbrough-Jones, The Central India Horse, ridden by Capt. H. A. Wansbrough-Jones.
- (4) Weed Killer, owned by Capt. Gibbon, I.M.D., ridden by Major Thwaytes.

DESCRIPTION OF THE THREE RACES.

The three days' racing took place on the 13th, 15th and 17th November, and it was on the whole a most interesting and successful meeting. For both the Grand Military and the Army Cup a field of thirteen came under the starter's orders and each provided an excellent race. The Services Plate on Saturday produced a field of seven.

In the Grand Military at the first fence, More Sanity refused and Wigan Lad cannoned into Ayent, who had to be pulled up. Passing the stand, the order was Wigan Lad, Peter Jackson, Llyn Eigian, with Prickles at the head of the remainder of the field.

At the sixth fence, Dugald Dalgetty over-jumped and came down but was remounted. Six furlongs from home Prickles ran up to Wigan Lad and Llyn Eigian, but dropped back again almost immediately. At this stage of the race Peter Jackson was beaten and the issue appeared to be between Wigan Lad, Llyn Eigian and Prickles, with Look Ahead and Lucifer most prominent of the others.

Coming into the last fence Llyn Eigian, well ridden by Mr. G. H. B. Wood, R.H.A., from the Equitation School, Saugor, went on from Wigan Lad, Prickles and Look Ahead, to win easily by a length from Wigan Lad. Look Ahead just beat Prickles on the post for third place.

The Army Cup—7 furlongs. After a false start the field got away on level terms except for Lough Mony, who was left about 10 lengths, and Gretna Green who began slowly.

The field ran well together for three furlongs, where Ruben Ranzo and another dropped back, making the bend into the straight, the order was Fillet on the rails, Warrior Belle, Weed Killer and Desperado.

Two furlongs from home, Desperado was beaten and Fillet came on from Warrior Belle, with Brown Ast coming up fast on the outside.

An interesting finish resulted—Fillet, ably ridden by Captain Cox, winning by a length from Warrior Belle, Brown Ast, who dead heated—Weed Killer being close up fourth.

The Services Plate. 1½ miles.

The starter got the field away quickly and Lough Mony and Candie made the running from Ruben Ranzo and Granary. There was little change in this order until they turned into the straight, when Candie was beaten. A furlong from home Granary put in a strong challenge, but Lough Mony held on to win by about half a length with Ruben Ranzo third and Weedkiller fourth.

This race concluded the Three Service Races of the meeting.

I.P.A. CHAMPIONSHIP

TEAMS

<i>H.E. the Viceroy's Staff</i>		<i>9th Lancers</i>	
Capt. Wardle, Deccan Horse	6	Capt. The Hon. D. C. F. Erskine	4
Major Vigors, Hodson's Horse	5	Capt. Harris	5
Lt.-Col. Harvey, C.I.H.	6	Mr. Prior-Palmer	5
Capt. Alexander, C.I.H.	6	Lt.-Col. Reynolds	4
	<hr/>		<hr/>
	23		18
<i>The Gladiators</i>		<i>8th K.G.O. Light Cavalry</i>	
Capt. Holder, Skinner's Horse	6	Major O'Donnell	3
Capt. Davidson, Probyn's Horse	3	Capt. Wilson	4
Capt. Pert, 15th Lancers	7	Capt. Tucker	5
Major Atkinson 15th Lancers	9	Capt. Law	4
	<hr/>		<hr/>
	25		16
<i>Q.V.O. Madras Sappers and Miners</i>		<i>13th D.C.O. Lancers</i>	
Mr. G. K. Cassels	2	Capt. Caldecott	2
Mr. G. R. Richards	3	Capt. Corner	5
Lt.-Col. Hill	2	Major Baker	3
Capt. Jeakes	3	Capt. Bucher	5
	<hr/>		<hr/>
	10		15
<i>Calcutta</i>		<i>Fateh Maidan Gymkhana</i>	
Sir Charles Tegart	1	Mr. Towjik Ali	3
Mr. Hunter	0	Nawab Hamid Jar Jung	4
Major Kenworthy	3	Col. Kader Beg	4
Lt.-Col. Butler	3	Ris. Major Ghulam Mutuza	4
	<hr/>		<hr/>
	7		15

RESULT						
13th Lancers	} Fateh Maidan	} Gladiators	} Gladiators 6—5	
Fateh Maidan				12—6
9th Lancers	} Gladiators	} 6—4		
Gladiators				10—4
8th Cavalry	} 8th Cavalry	} 8th Cavalry		
H.E. The Viceroy's Staff	..	..		
Madras Sappers and Miners	} Madras Sappers			} 14—7
Calcutta				

PUNJAB CHALLENGE CUP

(A Six Chukker Handicap Tournament for Teams of over 12 goal handicap)

Holders : Sam Browne's Cavalry

TEAMS			
19th K.G.O. Lancers " A "		4th/7th Dragoon Guards " A "	
Capt. H. L. Mostyn-Owen	3	Capt. L. E. Misa	2
Capt. W. G. M. Thompson	4	Major D. G. F. Darley	4
Major R. Denning	5	Capt. J. F. Sanderson	6
Capt. M. Gulsher Khan	4	Capt. J. A. Aizlewood	5
	16		17
<i>Kashmir</i>		<i>Sam Browne's Cavalry</i>	
Maharaj Anopsingh	4	Capt. P. G. W. Bullock	1
Capt. M. W. Reed	3	Major D. C. Branfoot	2
Maharaj Kishensingh	5	Lt.-Col. J. C. R. Gannon	6
Col. R. H. Anderson	6	Major H. V. Yule	4
	18		13
<i>Probyn's Horse " A "</i>		<i>Probyn's Horse " B "</i>	
Major I. Campbell	6	Mr. R. O. Critchley	2
Lt.-Col. A. F. Hartley	3	Capt. J. H. Taylor	6
Major H. Macdonald	7	Capt. C. B. Birdwood	2
Capt. Mohd. Akbar Khan	2	Capt. G. Nadin	4
	18		14
<i>P.A.V.O. Cavalry " A "</i>			
Mr. R. G. Hanmer	0		
Capt. P. R. Tatham	7		
Capt. J. P. Denning	9		
Major W. R. P. Henry	3		
	19		

First Round

(1) The 19th K.G.O. Lancers (plus 1½ goals on the handicap) beat the P.A.V.O. Cavalry by 10 goals to 6.

(2) Probyn's Horse "B" (plus 3 goals on the handicap) beat Probyn's Horse "A" by 11 goals to 6.

(3) Sam Browne's Cavalry walked over Kashmir "A"—the latter team having to scratch at the last moment.

Second Round

(1) Probyn's Horse "B" (receiving $1\frac{1}{2}$ goals handicap) beat the 19th K.G.O. Lancers by $6\frac{1}{2}$ goals to 3.

Capt. Taylor played an excellent game for the winners.

A fast, evenly contested game, probably the best match of the tournament.

(2) The 4th/7th Dragoon Guards (giving three goals on the handicap) beat Sam Browne's Cavalry by 8 goals to 5.

The losers were slow in starting and played below their true form the first two chukkers. The 4th/7th Dragoon Guards were quick off the mark and never looked like losing. Capt. Sanderson played particularly well for the winners.

The Final

Played after rain in the morning, the ground being slippery made play somewhat slow and patchy.

Probyn's Horse "B" (plus $2\frac{1}{2}$ goals on the handicap) beat the 4th/7th Dragoon Guards by $8\frac{1}{2}$ goals to 6.

Probyn's Horse "B" were slow in starting and lost two goals in the first chukker. After that they played good polo as a team and had the best of the game throughout. Capt. Taylor was again on his best form.

INDIAN CAVALRY POLO TOURNAMENT, 1929

Holders : P.A.V.O. Cavalry F. F.

TEAMS

2nd Lancers

- (1) Capt. A. H. St. J. Avery
- (2) Capt. H. B. Dalrymple-May
- (3) Capt. A. D. Macnamara
- (back) Major D. S. Davison

Central India Horse

- (1) Capt. M. Cox
- (2) Capt. R. George
- (3) Capt. B. G. R. Dalrymple-May
- (back) Major A. H. Williams

19th Lancers

- (1) Capt. H. L. Mostyn Owen
- (2) Capt. W. G. M. Thompson
- (3) Major R. Dening
- (back) Capt. M. Gulsher Khan

Probyn's Horse

- (1) Major Ian. Campbell
- (2) Capt. J. Hulme-Taylor
- (3) Major H. Macdonald
- (back) Capt. G. Nadin

7th Light Cavalry

- (1) Capt. Muirhead
- (2) Major Lucas
- (3) Major Kreyer
- (back) Capt. Gardiner

P.A.V.O. Cavalry F. F.

- (1) Mr. G. T. Wheeler
- (2) Capt. P. R. Tatham
- (3) Capt. J. P. Dening
- (back) Capt. G. Carr-White

15th Lancers

- (1) Mr. R. N. N. Lovett
 (2) Capt. C. E. Pert
 (3) Major E. A. Atkinson
 (back) Capt. S. H. Persse

Hodson's Horse

- (1) Major T. W. Corbett
 (2) Lt.-Col. G. de la Poer Beresford
 (3) Capt. F. W. Messervy
 (back) Major R. T. Lawrence

DRAW

7th Light Cavalry	}	15th Lancers	}
P.A.V.O. Cavalry	}	Hodson's Horse	}
19th Lancers	}	2nd Lancers	}
C.I. Horse	}	Probyn's Horse	}

Played at Lahore on 4th, 6th and 8th February.

Teams this year were more evenly matched than has been the case since the war ; the C.I.H. winning team beating the 19th Lancers and Probyn's Horse by one goal only, and last year's winners, the P.A.V.O. Cavalry, being beaten in the first round by the 7th Light Cavalry. Five Internationals were playing :—Major Williams and Capt. George (C.I.H.) ; Major Atkinson and Capt. Pert (15th Lancers) ; and Capt. J. Denning (P.A.V.O. Cavalry).

First Round

- (1) 7th Light Cavalry defeated P.A.V.O. Cavalry by 7 goals to 4.

Capt. J. Denning, the mainstay of the P.A.V.O. side, was not up to his usual standard and the 7th Light Cavalry had the best of the game throughout.

- (2) 15th Lancers defeated Hodson's Horse by 5 goals to 3.

An even game. The losers were unlucky in having Major Vigers absent from their team owing to an injury received in a practice game.

- (3) The C.I.H. defeated 19th Lancers by 4 goals to 3.

The C.I.H. led by three goals at half-time, but the 19th Lancers had the best of the second half and looked like equalising during the last chukker.

- (4) Probyn's Horse defeated 2nd Lancers by 8 goals to 4.

Capt. De Salis was unable to play for the 2nd Lancers having been injured in a practice game.

Second Round

- (1) C.I.H. defeated Probyn's Horse by 4 goals to 3.

A good hard-hitting, galloping game in which Probyn's were the better mounted but the C.I.H. cleaner in their stick work. Williams at back for the C.I.H. was brilliant. Taylor was in good form for Probyn.

- (2) The 15th Lancers defeated the 7th Light Cavalry by 4 goals to 3.

Another good hard-hitting game. Atkinson was a tower of strength for the winners ; Kreyer and Lucas good for the losers.

Final

C.I.H. beat the 15th Lancers by 6 goals to 2.

A disappointing game after the two seen in the semi-finals. The C.I.H. were on top throughout, Williams again being in his best form. George marked Atkinson so effectively that the latter hardly ever saw the ball.

Cox broke a collar-bone in the second chukker and was replaced by Wansborough-Jones.

THE ROYALS CUP POLO TOURNAMENT, LUCKNOW, NOVEMBER 9, 1928.

Preliminary Round, November 9th.

3rd Hussars "B" Team, giving $\frac{1}{2}$ goal, beat 3rd Hussars "C" Team by $2\frac{1}{2}$ goals to $\frac{1}{2}$ goal.

First Round, November 12th.

(a) "Four Just Men," giving one goal beat 3rd Hussars "B" by 4 goals to 3. The winners led from the second chukker and had the best of the game throughout.

(b) "Saugor Saturday," giving 2 goals, beat the 24th Brigade, R.A. by 5 goals to 3. Saugor forwards missed many easy chances in the first three chukkers; the R.A. leading 3—2 at the end of the third. "Saugor" scored three goals in the last chukker.

(c) "Hillside," giving $4\frac{1}{2}$ goals, beat the "Apocalypse" by 10 goals to $4\frac{1}{2}$. The winners equalled the handicap score in the first chukker, and had the game their own way throughout. Brigadier Kennedy scored 5 goals.

(d) The "50/50," giving $3\frac{1}{2}$ goals, defeated the "Honey Bubbles" by 6 goals to $3\frac{1}{2}$. Another one-sided match.

Semi-Finals, November 14th.

(a) "Hillside," giving three goals, defeated the "Four Just Men" by 5 goals to 3. The losers fought well for two chukkers.

(b) The "50/50" receiving $\frac{1}{2}$ goal, beat "Saugor Saturday" by $6\frac{1}{2}$ goals to 1. The losers failed again in front of goal. Jem. Fateh Mohd Beg played a fine game for the winners. A fast up and down game, in which "Saugor" had more of the play than the score indicates.

Finals, November 16th.

"Hillside" giving one goal defeated the "50/50" by 3 goals to 2. A fast game, fought out to the end, both sides playing good polo. "Hillside" won this and their other games through accurate shooting at goal; a point where the majority of teams failed badly.

Subsidiary Finals.

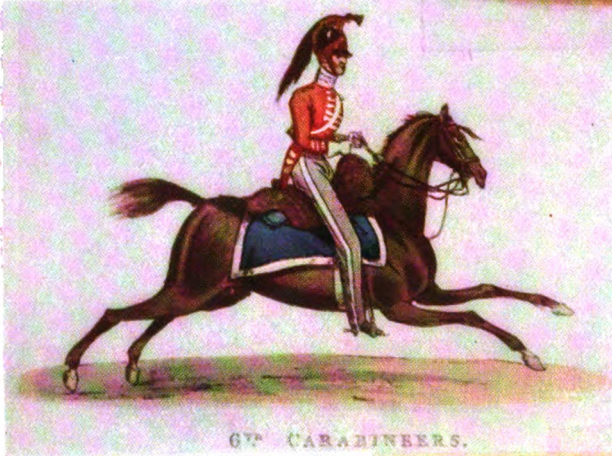
The 3rd Hussars "B" Team, giving $\frac{1}{2}$ goal, defeated the "Apocalypse" by 2 goals to $1\frac{1}{2}$.



Illustrations
of Cavalry



BLUES.



6TH CARABINIEERS.



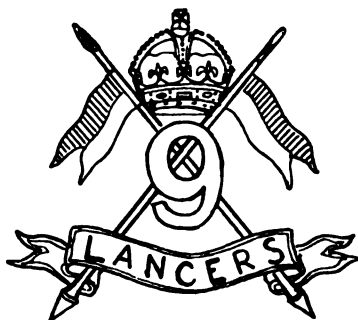
9TH LANCERS.

THE CAVALRY JOURNAL

JULY, 1929

COLOURED MILITARY PRINTS.

The three coloured prints of officers on the opposite page originally appeared in a series known as "William Heath's Military Scraps," engraved in aquatint and etching, and were published by Fores about 1827. There were four oblong sheets, each containing four or more regiments, and were issued in paper wrappers. A complete set is now practically unobtainable. The patterns of officers' uniforms in these prints appear to be those laid down in the Dress Regulations dated the 25th April, 1822—according to the late S. M. Milne the earliest published.



THE SUPPORT OF CAVALRY BY AUTOMATIC FIRE

ALL are agreed that one of the main difficulties that cavalry will meet in the future is to remain mounted long enough to carry out their allotted task. In fact, the moment cavalry begin to dismount their difficulties almost double themselves and their value decreases. Should it be possible for cavalry to arm themselves with some form of reasonably accurate and very mobile fire power, which could be available in a moment, then one of the biggest problems they are confronted with under modern conditions would be on the way to solution.

In a cavalry action, the rapidity with which fire power could be brought to bear has frequently been a more important factor in obtaining a decision and in pushing on to complete the task, than its accuracy and control. Conversely, there have been very many cases in which accurate and sustained fire support was essential.

In the past cavalry have possessed both light and heavy automatic fire weapons.

At the moment only the heavy—the Vickers gun—is borne on the establishment, although the idea of a horse-carried light automatic has not passed out of consideration.

Both types are extremely extravagant in personnel when carried on horses. The former is apt to suffer as well from defects inherent in such a light construction when attempting sustained fire, thus causing it to have too little regard for

accuracy and mechanical efficiency. The latter as long as it is pack-borne moves slowly and has no strategic possibilities. An advance in the right direction is to carry these Vickers in lorries or tow them behind vehicles carrying a certain amount of armoured protection.

Now all this, it is suggested, is using fire power defensively, i.e., fire power comes in to the picture when the cavalry are actually held up. It is suggested that the ideal is to have this fire power in a form so readily applicable as to anticipate the situation and to be offensive in its conception. This is largely a question of breaking away from old ideas, both in the method of using the automatic weapon and in the organization of its personnel. It is suggested that only one fire weapon need be carried by the cavalry (as well as rifle or revolver) and that is, the Vickers or heavy machine gun. The rules as to fire control and direction, which at present govern its use, were only introduced because the rôle of the machine gun was to provide "a sustained and accurate volume of fire." This it will still be called on to do in certain circumstances, and should therefore have the necessary organization in reserve to do so. But in the majority of cases as far as cavalry are concerned, it is perfectly possible to use each gun separately under the control of a junior N.C.O. who, up to the range of 6-700 yards, is perfectly capable of observing and controlling its fire even upon the move and, if necessary, of keeping the gun firing himself with only one man to assist him. If this weapon is carried on a light armoured vehicle capable of moving rapidly either on the road or across most country, it will prove a far more valuable weapon than any horse carried light automatic which, after all, can only provide fire for a limited time before being overcome by its mechanical shortcomings. Should this conception be accepted, it is perfectly practicable to combine with it an organization for the support of a regiment by more sustained fire. To do this, single guns would be combined into half troops of two and troops of four. It is proposed in this case that all the guns should be carried on the same type of fighting vehicle with a crew of not more than four men, including the

driver, and possibly only two. In support of this fighting vehicle would be an unarmoured carrier, on which would be borne sufficient personnel to man the guns when they were more or less permanently on the ground involved or about to be involved in an orthodox fire fight. The necessary reconnaissance personnel would be carried in light cars and would be accompanied by orderlies on motor bicycles. It should be our aim to provide both these with some form of cross-country vehicle in the near future.

From the above proposal it will be seen that it is proposed to provide a cavalry regiment with a squadron capable both of providing a limited amount of fire support very quickly from a vehicle actually moving with the foremost troops, and also of providing more sustained fire support required to meet heavier opposition. It should be noted that while the organization suggested is that of the troop of four guns, all the troops would be homogeneous in organization and type of vehicles, in fact, would be able to supply either of the types of fire support outlined above. This point is rather laboured because it is wished to make it quite clear that, as far as cavalry work is concerned, that is—in quickly changing situations where many calls are likely to be made on machine guns—any idea of being able to divide up definitely into forward or offensive guns and into support or defensive guns (each type being carried in a different design of vehicle and with a different organization of personnel, and neither being able to carry out the rôle of the other in an emergency) would not be successful.

On the other hand, it is claimed that taking the establishment of such a squadron at squadron headquarters and three troops, each of four Vickers machine guns, it would be possible to provide all the fire support required by a regiment without reviving the idea of light automatics being carried by the squadrons, and that the money required for them could be saved and applied to the admittedly more extravagant* establishment of vehicles which the proposed organization would entail.

* More extravagant than an unarmoured Morris carrier establishment.

SUPPORT OF CAVALRY BY AUTOMATIC FIRE 343

PROPOSED ESTABLISHMENT CAVALRY M.G. SQUADRON.

II.

			PERSONNEL.			Vehicles.			
			<i>Offs.</i>	<i>S.Sgt.</i> <i>Sgt.</i>	<i>O.R.</i>	<i>Car</i>	<i>C.Ls.</i>	<i>L.Ss.</i>	<i>M.C.</i>
Squadron Headquarters	..		2	2	17	1	—	6	2
Three Troops	..	..	3	3	78	—	18	6	3
Totals			5	5	95	1	18	12	5

NOTES.

- (1) Definitions : *Car* .. Cross Country Reece Car.
C.Ls. .. Latest Type Carden Lloyds.
L.Ss. .. Morris Light Six-Wheelers.
M.C. .. Motor Cycles.

(2) *L.Ss.* on Squadron Headquarters include a cooker.

(3) No allowance for fitters has been made. To render squadron self-supporting some personnel on the Regimental establishment should be earmarked for this.

ANALYSIS.

SQUADRON H.Q.	VEHICLES.			TOTAL PERSONNEL.
O.C.	<i>Reconnaissance Car</i>	1	— 1 Car.	Offs. 2
2nd i/c.	L.S. for personnel	1	} 6 L.Ss.	S.S.M. 1
S.S.M. .. 1	L.Ss. for S.A.A.	4		S.Q.M.S. .. 1
S.Q.M.S. .. 1	L.S. for Cooker	1		O.R. 17
Cooks .. 2	Light Austin Car	1	1 L. Car.	
Batmen .. 2	M.C. 1 solo	1	1 M.C.	
Storeman .. 1				
Clerk .. 1				
Drivers .. 8				
M.C.D.Rs. .. 1				

THREE TROOPS. EACH AS BELOW.

PERSONNEL.				TROOP.	VEHICLES.			
Offs.	..	..	1		C.Ls.	..	..	6
Sgts.	..	..	1		L.Ss.	..	..	2
Cpls.	..	..	2	}	M.Cs.	..	..	1
O.R.	..	..	24					

DISTRIBUTION OF A TROOP.

1 Officer ..	..	C.L. driven by a No. 6.	
1 Sergeant ..	..	In one of the L.S's.	
2 Corporals ..	..	One Cpl. in a C.L. driven by a No. 6.	One Cpl. in the other L.S.
4 Nos. 1 ..	..	C.Ls., driven by a No. 4.	
4 Nos. 2 ..	..	} On L.Ss., four men and S.A.A. on each.	
4 Nos. 3 ..	..	
4 Nos. 4 ..	..	As above, driving Nos. 1.	
2 Nos. 5 ..	..	Range Takers on L.Ss., one each.	
2 Nos. 6 ..	..	Driving Officer and Cpl. respectively.	
1 Batman ..	..	Unallotted.	
1 M.C.D.R.			
2 Drivers for L.Ss.			

TOTAL PERSONNEL.

Officer ..	..	..	1	
Sergeant ..	..	..	1	
Corporals ..	..	..	2	} 26
O.R. ..	..	..	24	

TOTAL VEHICLES.

C.Ls. ..	..	..	..	6
L.Ss. ..	..	..	..	2
M.Cs. ..	..	..	..	1

On the Move.

Carden Lloyds—
1 Off., 1 Sgt., 8 O.R.
7 belts per gun.

Six-Wheelers—
2 Cpls., 16 O.R.,
3,000 rds. per gun.

In Action.

On Ground—
Sgt. i/c.,
Cpl., 1, 2 & 3 per gun.
On Wheels. Off. (if necessary).
S.A.A. supply below Nos. 3.

III.

As the increased number of vehicles in a Machine Gun Squadron will be urged against the proposed establishment, a few suggestions for their tactical employment may not be out of place.

The vehicles may be divided into three categories:—

- (1) *Armoured fighting vehicles*, and their intercommunication links, i.e. Squadron Leader's car, motor cycles, etc.
- (2) *Reserve vehicles*, i.e. spare numbers and 1st reserve of S.A.A.
- (3) *Transport vehicles.*

Ammunition	}	A echelon.
Personnel of Squadron H.Q.		
Cooker		B echelon.

The last category may be dismissed for our present purpose by saying it would normally be with the other B echelon vehicles of its unit.

We are therefore left with groups 1 and 2; 18 armoured vehicles and 6 unarmoured six-wheel carriers respectively.

It should here be noted that a "carrier," war establishment, would amount to nine six-wheelers. In assessing comparative mobility and road space, it should be remembered that this proposed establishment abolishes all light automatic weapons and releases their firers, horseholders, pack animals and pack leaders for purely "sabre" purposes. Moreover, the fighting vehicles are much handier and take less room besides being able not only to look after themselves, but by their very presence (suitably disposed) to confer a measure of tactical security on the troops whom they accompany.

It is proposed to retain the troop of four guns as the tactical unit but to reduce the fire unit to one gun when required.

It is fully realized that in many cases it will be inexpedient for their "support" vehicles to accompany these guns, but it is suggested that, according to the situation and to the S.A.A. carrying capacity of the fighting vehicles, these vehicles should move with Regimental Headquarters or even with "A" echelon (which should be elastic enough to receive them). On the other hand, much depends on the country covered, and on the width of front the cavalry are operating on. Where space is cramped, a greater measure of vehicle control has to be exercised by higher command; where it is not, vehicles can follow in rear of their units or on parallel roads. In this latter case an officer will have to be detailed to be in charge of them.

When in the presence of the enemy tactical considerations will be the paramount factor.

On the approach march the carriers of the advance guard will have to be close up. The task of this force is normally to drive in the enemy's security screen, to fix his leading troops and to hold them while the attack develops. This is true whatever the scale of the engagement. Guns may therefore be required "on the ground" and with ample S.A.A. reserve.

The remaining units (or portion of unit, if a regiment only and not a Brigade is concerned) can have their carriers in rear or an inner flank. Their guns will be required for quick support, for securing the flank open attack or for consolidation. For their first two rôles the guns should have sufficient S.A.A. with them and for the latter, by the time the attack has developed and the guns get into position the carriers could be up.

In the attack, speed in obtaining covering fire is most important. Reconnaissance is easier for small parties than large. For a quickly mounted attack use should be made of hedges, and banks, crests and shoulders of hills to obtain concealment. Fire then can be opened rapidly from the vehicle. Fire at over 800 yards requires some consideration of a control system to meet cases where the ground organization would not be up in time, but the central fire position would be much aided by the fact that supporting guns would push forward actually with the regiments attacking and cover them whilst they were rallying besides being at hand to break up the enemy should he counter-attack. But wherever possible full ground organization should be used. The possibility of using C.L.'s in the S.A.A. line of supply should be thoroughly gone into.

In defence, the main positions guns were intended to hold and would be dug and occupied by the carrier crews. The guns themselves would be used in their C.L.'s in forward secondary positions, while those detailed for support of counter-attacks should consider the possibilities of remaining on wheels as long as possible. Carrier crews, again, under supervision would be responsible for their more permanent positions.

In rearguard actions, the C.L.'s would be left till the last, the support carriers and their crews going back to the next position and doing all reconnaissance, S.A.A. supply and repairs.

In this case it might be necessary to take one troop officer as well as the second in command back. He would be replaced by one of the corporals.

SUPPORT OF CAVALRY BY AUTOMATIC FIRE 347

For protection at rest, guns in C.L.'s should suffice provided they were well hidden—even at night in an emergency. (By use of compass, clinometer, lamp and 1" map this is possible.)

M.G. positions to be occupied in case of determined attack would be reconnoitred by all—this again a special responsibility of the supporting carrier party.

In brief, the object of this organization is to make the guns themselves offensive as a primary rôle and defensive as a secondary. In a quick moving cavalry battle the latter rôle may be eclipsed. So long as fire effect, accurate and of sufficient volume, is obtained, it may well be asked whether it is better that it should come from distant defensive guns, or from guns not so closely disposed or controlled, well armoured, of small size and of great mobility, who are able to work up close and bring fire to bear at a shorter range in a remarkable small compass of time.



*OLD CAVALRY STATIONS:
IPSWICH.*

By LIEUT.-COLONEL B. GRANVILLE BAKER, D.S.O.

SHORTLY after Mr. Richard Gooding, the Quaker, had built the "Horse Barracks" at Ipswich, the local chronicler made the following obviously veracious statement: "The military are very partial to Ipswich, as quarters, for they generally are much noticed by, and associate in a friendly manner with the gentry of the town and neighbourhood." This mellifluous commendation of everyone concerned in the social life of Ipswich, is dated 1795, the year in which the 2nd Regiment of Dragoon Guards moved into the new barracks. Much credit, therefore, for establishing such excellent relations as have always obtained between Ipswich and its cavalry regiments as they came in turn, was due to the social qualities of the Queen's Bays. There was an additional distinction to the townsfolk in that the regiment they welcomed had not only a famous history but had broken through tradition and mounted itself on bay horses, while all other regiments of "Heavies" still bestrode black chargers.

There lingers still about Ipswich an atmosphere of horse, despite the fact that its narrow streets are generally thronged with motor traffic. Above the reek of oil and petrol at the most crowded corner of the town prances the Great White Horse, and this must account for the horsey atmosphere that still hovers about Ipswich. Here at the corner of Tavern Street is the hub of that Ipswich to which Mr. Pickwick was drawn by humorous fate. On a quiet evening, during a lull in motor traffic, you can still expectantly strain your sense of hearing till the sharp clatter of shod hoofs announces the arrival of the coach carrying Peter Magnus and his brown paper parcel in which were wrapped up his fortunes as a suitor.

The Great White Horse commands Tavern Street, giving to it the tone appropriate to a town that has a proper appreciation of horsemen. Perhaps there was some such centre in the days when the Stablesian Horse from Burgh Castle used to patrol the coast of the Saxon shore, but of this there is no record, anyway the idea of a white horse would not become familiar until the arrival of the folk from over the sea who founded Gippeswyk and spelt it anyhow they liked until the name settled down into its present form.

The first mention of cavalry in Ipswich occurs in 1648, a time when England was thoroughly distraught with home affairs, and the east coast again threatened with invasion; so trained bands and auxiliary horse and foot were called out to guard the land against pirates of all people! The defence of Ipswich was left to the seamen, while the host as above marched out to Cattawade Bridge to meet the pirates. But the pirates filled with awe, no doubt, by this redoubtable array, failed to keep the appointment, and there was no battle. However, who will deny after this that British cavalry, like the King's Navy, is prepared to go anywhere and do anything.

It was not till after the Stuarts had withdrawn from public life in this country that cavalry began to frequent the east coast as a matter of regular routine. As real Guards, the regiments of Horse escorted royalty to the coast for embarkation, and we find the Bays thus engaged in 1693 when King William sailed to Holland from Harwich. What with royal trips abroad and assistance given to the preventive service along the coast, the cavalryman found his time sufficiently and pleasantly occupied. There were cloud-shadows, of course, even the best society is liable to an occasional lapse. It was unfortunate that Tobias Gill, one of the black drummers of Rich's Regiment of Dragoons, should have cast a gloom over the countryside by murdering Ann Blakemore one day in June of 1750. Tobias was duly hanged, and may now be considered as penitent, for he is said still to haunt the scene of his misdeed, a lonely stretch of road on Walberswick Heath known as Toby's Walk.

The ways of the smugglers were always a source of entertainment. Now and again these gentry would arrange for some diversion inland in order to distract the watchers from noticing some specially interesting bit of contraband landing. Possibly highwaymen would so oblige when called upon for a diversion, but it was rather a subtle enterprise and required to be carried out professionally. Such amateur efforts as that attempted highway robbery at Barton Mills, for instance, was really no use at all.

It was in 1735 that a highwayman had held up the Norwich mail near Barton Mills where the landscape, even at this day, makes quite the appropriate setting for such an event. The highwayman was about to clean out the passengers when a country lad who had been riding alongside of the coach bore down upon him and chased him all the way to Thetford where he was captured at the famous Bell Inn. The captive turned out to be the clerk of a Norwich lawyer. All the world ceased to wonder about the inadequacy of the attempt, seeing how impossible it is for a lawyer's clerk to understand the rudimentary idea of robbery. Nevertheless, this amateur highwayman was hanged, not so much for being a lawyer's clerk as for having posed as a highwayman.

The world went very well then, cavalry trained in leisurely fashion on the commons of East Anglia for an occasional campaign on the continent, and returned to the assistance of an overworked preventive service. It is remarkable in this connection that regiments so employed never passed more than one year in the same garrison; after that period it was deemed best to give them a change of environment. This principle I found, guided the revenue authorities of other European countries, and at least one Great Power of my acquaintance was in the habit of changing frontier guards on its extensive borders at frequent and irregular intervals.

It was not till Napoleon I. had converted war from a series of closely preserved dynastic affairs into a great national enterprise, that the training for such an event was taken professionally. War, the one threatening immediately, made a strong

appeal to the people and it assumed a national character. The result was a wave of enthusiasm which expressed itself in truly national and characteristic way. Thousands and tens of thousands thronged to the service of King and Country. But being truly British and of independent mind and clubable propensities, the enthusiasts preferred to enrol themselves in all manner of irregular formations raised for the occasion, rather than flock to the colours of the standing army or even of the old constitutional force, the Militia. Both the Regular Army and the Militia were obliged to advertise for recruits, while swarms of Irregulars were concentrating for the defence of the kingdom and in hope of any fun that might be going. While Napoleon was assembling his forces at Cherbourg in 1803, for a descent on our coast, nine English counties, including Essex and those of East Anglia, raised one million men. London alone, proving itself as ever the most gallant of the world's great cities, put up 200,000 men.

In a wave of enthusiasm there are always to be found those who belong by nature to the backwash, such an one probably was he who advertised that "30 guineas will be immediately given to any healthy man between 18 and 45 years of age, to serve as substitute in the Army of Reserve, for the parish of St. Stephen, Ipswich. He must be 5 feet 2 inches high, and a native of Suffolk, Essex, Norfolk or Cambridgeshire, and it is particularly requested to observe that no person serving in the Army of Reserve is compelled to serve anywhere but in Great Britain, Ireland, Guernsey, Jersey and Alderney. Apply to Churchwardens of St. Stephen's aforesaid." Against this there ranks a loyal and patriotic offer from Mr. Martin, a tailor of Ipswich, who desired to "supply any volunteer corps with a jacket, pantaloons and half gaiters, black stock, round hat and feather, for £1 18s. 6d." This list shows that volunteers were light troops, raising an interesting point, namely, that all Irregulars, horse or foot, ever raised, insisted quite regardless of individual "avoidupois," on dressing up as light troops. There is some deep psychological meaning in this. Is there perhaps an underlying idea that less strictly formal movement

is required of light troops? No one has ever heard of Cuirassier Volunteers in any country since soldiering became a profession, whereas amateur Light Dragoons and Hussars (when the braided jacket was introduced) sprang up everywhere when Napoleon's European policy threatened the freedom of nations. Perhaps the idea is that "hell for leather" compensates for cohesion in the charge.

At any rate, East Anglia responded nobly to the call and raised a great variety of Irregulars, Volunteers, Fencibles and others of the Invincible breed. There were the "Suffolk Gentlemen and Yeomen Cavalry" genteelly dressed in green with leather cap and green plume. The "Loyal Suffolk Regiment of Yeomanry" celebrated its centenary in 1893, having in course of its useful and picturesque existence, figured as Light Dragoons, Lancers and finally Hussars. A trooper of this regiment adorned several tradesmen's halfpenny tokens which thus proclaimed the worth and voiced the popular sentiment toward these gallant horsemen on their Suffolk Punches. There were also "Norfolk Rangers," horse and foot, fencible cavalry liable for service in the United Kingdom, "Yarmouth Volunteer Cavalry," and a corps called "Norfolk and Suffolk Borderers," which name alone suggests endless possibilities of gallantry and enterprise. Of these Sir Edward Kerrison was the moving spirit. There was much foot folk, Regulars, Militia and Volunteers assembled in and about Ipswich. Into all this came the 9th Light Dragoons to complete the Light Brigade of Cavalry and to give tone, as cavalry should, to the sometimes irregular proceedings around them.

East Anglia simply throbbed with warlike effort during the first years of the 19th century. A landing by the French was expected in 1803 between Alde and Deben, tar barrels were fixed on the steeples of Woodbridge and Lowestoft, and beacons were ready to flare up from ancient, round church towers which had served as signalling stations some ten centuries before when the north-east wind brought the black-sailed, sharp-prowed longships of Danish marauders to this coast. Light spring carts or "caravans" were provided for transport of reinforcements and

munitions to the troops along the coast, and Harwich fishing smacks were armed with two 12-pounder cannonades each, thus giving the hearty souls who manned those craft opportunity to prove themselves just as obnoxious to an opponent at sea as ever their Danish forbears had been. At about this time, too, Major Shrapnell introduced his celebrated shells, and as the result of successful experiments conducted at Shorncliffe, experts proclaimed his invention "as the most destructive mode of annoyance ever conceived." With this description all those who have ever come under shrapnel fire will heartily agree—it is indeed most annoying.

With all this martial bustle, amidst the swarming troops, horse, foot and artillery, which concentrated on Ipswich, it is pleasant to note that business pursued the even tenor of its way, and of the twenty closely-set columns of the "Journal," only one or two were devoted to news, the rest were all advertisements. Neither were popular pastimes neglected. The populace of Ipswich indulged in a "bread riot" which was quite the thing to do in 1800 and thereabouts. The Town Clerk, while reading the Riot Act, was, according to ancient rites, presented by an anonymous donor with a brick which passed within an inch of the dignitary's head and "had nearly put a period to his elocution." The good-humoured moderation of the cavalry on this occasion, as on others, induced the rioters to disperse quietly.

With all this mass of troops to hand, it was impossible to resist the temptation of holding sham fights and reviews. At one of the latter occurred a painful incident which served to illustrate the saying that things are not always what they seem, and which should have impressed the general concerned with the fact that troops expect very senior officers to outgrow the juvenile complaint of inquisitiveness with which subaltern rank is generally afflicted. Whether the general in the case was so impressed is doubtful, anyway, he was inspecting a regiment of Militia, and so far had expressed his pleasure (not to say surprise) at its soldierlike appearance. Then the general became inquisitive. He went down the ranks and tugged at a

frill which had to protrude between the lower edge of the stock and the top button of the waistcoat. This was some time in 1798, and the frill was the outward and visible sign of an inward and tangible shirt. The general tugged, and the frill came away exposing an expanse of hairy chest. The general sampled another frill with a like result; he continued the practice until the field was strewn with frillies. What he said about it all is not recorded, for the people of Ipswich have a sound sense of propriety; but one interesting fact emerges, namely, that the frill was called a "dickey."

Ipswich could boast of a galaxy of well-known cavalry leaders in the heyday of its time as a cavalry station when troops were training on Rushmere Heath and Kesgrave Common, and were reviewed by royalty on Westerfield Green. Of these leaders the best known were probably, after the Duke of Cumberland, the Pagets, one of whom, afterwards Marquis of Anglesea, commanded the Light Brigade of Cavalry.

A great dinner was given to Lord Paget by his officers on one occasion, a most costly and elegant affair. The standards of the 7th Hussars, of the 9th and 18th Light Dragoons were displayed at the upper end of the room and formed a canopy under which sat the generals and others of the great, Lord Fitzroy, one of the judges for the Oakland Stakes (after all, Newmarket is within such easy reach), the Marquis of Salisbury, Lord Broome, Lord Blantyre, and Colonels Stewart and Barne. The massed bands of the Brigade added to the general liveliness and were called upon a few days later when the Brigade gave a ball and supper to 240 guests. All this happened at Goodings, now demolished. For all that there is still an air of possible festivity about the corner of Tower Street where stood the famous coffee house; the building that replaces it seems to have inherited a cheerful outlook on life from its precursor.

With all this gaiety and profusion it might be supposed that Ipswich had become a little "blasé." Not a bit of it; the townsfolk were still susceptible to an agreeable surprise, but it took a Scottish regiment to administer the same. In 1805 the 2nd

North British Dragoons marched in to Ipswich and brought about the surprise; they introduced St. Andrew into the town, and this is how the chronicler of the time described the ceremony :

“ A soldier of the regiment represented the venerable saint, mounted on a grey horse, wrapped in a bearskin cloak, with a long white beard, a cross affixed to his breast and a roll of paper in his right hand. Two men led the saint's grey horse, and twelve men in Highland dress, with claymores drawn, acted as his escort. The band of the regiment led the procession to the Town Hall.” And there we must leave the Mayor and Corporation to deal with the situation as best they could, for history relates it no further.

Wherever there is British cavalry there also you will find the chase in whatever form best suits local conditions, and in the goodly company of horse and hound. Hunting was ever popular in Suffolk as anywhere in the kingdom and game as plentiful. According to a 14th century M.S. ladies were devoted followers of the chase; they rode astride in those days, and a later chronicler mentions “ the ladies of Bury that used hawking and hunting were in a great vaine of wearing breaches.”

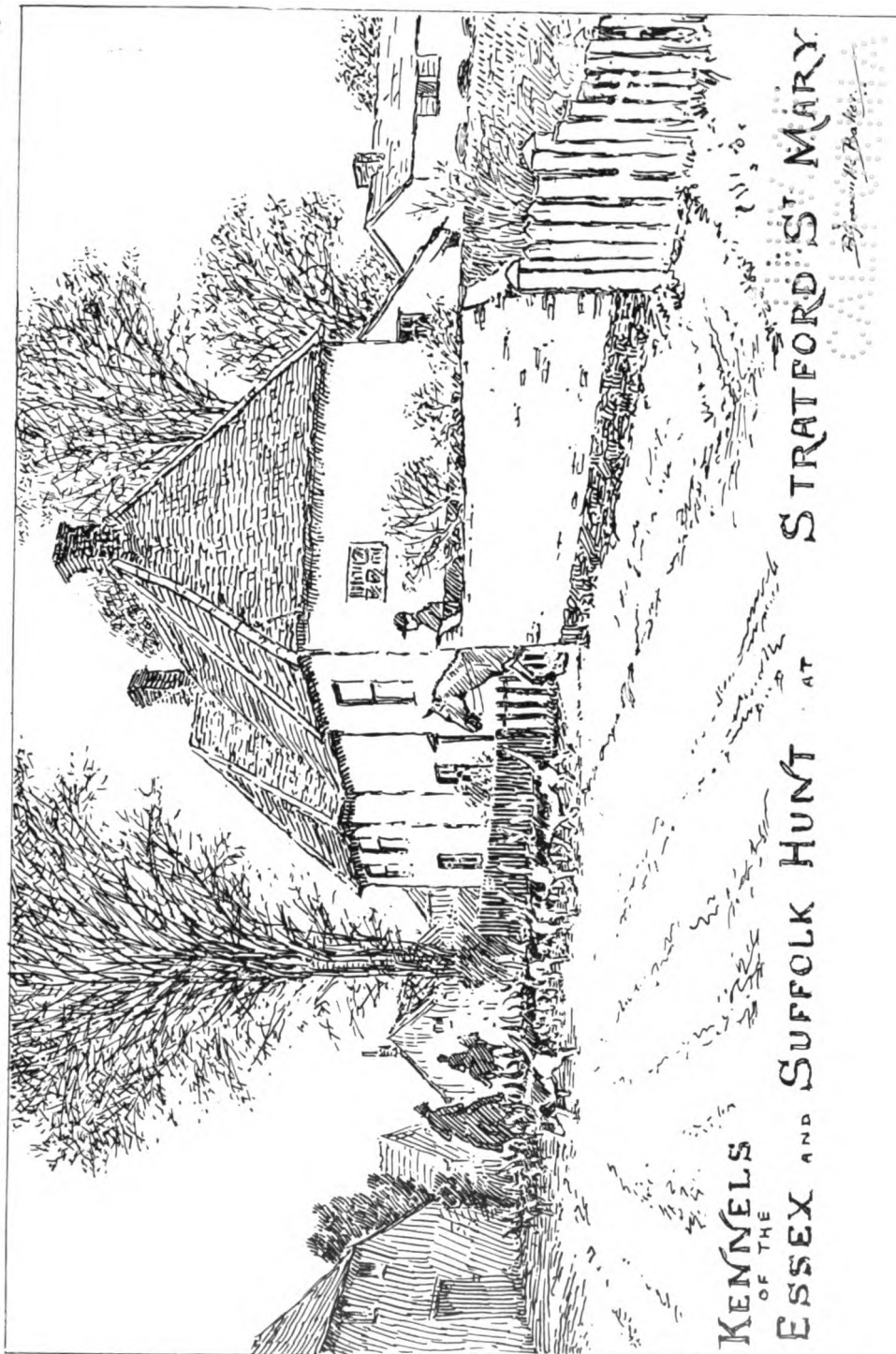
Hunting came into its own when coarser sports died out. They died hard, and one of them, cock-fighting, was heard of again quite recently in these parts. Bull-baiting lingered on in Ipswich, and while horse and foot went out to chase pirates in 1648, one Joseph Herne was earning money for the discovery of “ unbayed bulls.” But when more settled conditions followed on the departure of the Stuarts, the walled cities threw open their gates, even laid down their confining walls, and took more readily to the free life of the countryside. The movement towards the rural had its comic side in the patched and powdered swains and shepherdesses of the 18th century, but at the same time there was a vigorous sporting spirit abroad, and novelists of the day reflected it with convincing realism. Unfortunately there are few, if any, well-kept records of hunting life, but now and again you come across an interesting glimpse

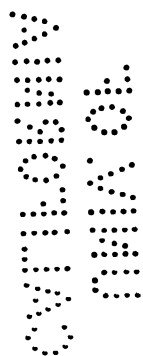
such as this advertisement in the "Ipswich Journal," in 1791, of a desirable residence for sale near Hadleigh with a special mention of "a capital pack of foxhounds kept in the neighbourhood."

This tends to show that fox-hunting was beginning to be organized. It marks the transition from the old private-owned pack which hunted anything it sighted and over anybody's land, to the subscription hunt established in a well-defined area. The pack thus advertised may well have been the forerunner of that founded by Sir William Rowley in 1794. The kennels were at Tendring Hall at Stoke-by-Nayland, a matter of some five or six miles from Hadleigh. The pack mentioned above was probably the direct ancestor of the Essex and Suffolk hunt; it certainly hunted the same country and may have remained in private hands until 1800. In that year a formal Charter of Incorporation was drawn up. Can any other pack produce the like and show a clean descent from Master to Master for 128 years? An engrossed manuscript records that "on May 9th, 1800, a subscription was entered into for keeping a Pack of Foxhounds for the Term of Three Years to consist of Twenty-five couple," "further that such pack shall be called Mr. Baker's Hounds with the Rev. Joseph Tweed as sole Manager of the Hounds in the field." There was also appropriately a Mr. Whimper associated with the Master; he had engaged himself to keep the hounds, huntsman and dog feeder, to find earth-stoppers and provide and keep a horse for the huntsman. It was further ordained that the huntsman should ride in scarlet, whereas subscribers' uniform would be a blue coat with black collar and yellow button with the impression of a fox.*

In 1860 Captain White as Master removed the kennels to Stratford St. Mary where they are still situated by a fine old house of Flemish origin. Within easy reach, some seven miles of Colchester, the hounds and their kennels are surely well-remembered by generations of cavalrymen.

* From "The Essex and Suffolk Hunt," by the courtesy of Dr. Freney, The Kennels, Stratford St. Mary.





In the first half of last century the cavalry regiment at Ipswich kept a pack of staghounds, but about the only record to be found of that hunt is an obituary notice of Lord William Hill, Captain, Scots Greys, who was killed near the kennels of those staghounds at Bramford Park in March, 1844.

Ipswich is definitely and for all time connected with a sporting event famous the world over, the "Moonlight Steeplechase" or the "Nightriders of Nacton." There are some who still declare this to have been the first steeplechase on record, but they forget the match upon which two gentlemen of Ireland entered in 1752. Mr. O'Callaghan and Mr. Edmund Blake rode over $4\frac{1}{2}$ miles of country from the Church of Buttevant, taking as goal the steeple of St. Leger Church. Nacton steeple was the goal selected by the Nightriders, that much is certain, also that the ride started from the water-trough behind Ipswich barracks. But there is great uncertainty as to the identity of the Nightriders, and the artist has rather confused the question by varying the colour of the stripes on the overalls, wherever they appear. It is therefore not clear whether this race was ridden by Light Dragoons or by Gunners. One or other Hussar regiment may lay claim to this distinction, but the artist does not depict the double stripe that adorned Hussar overalls in his time. Local tradition gives the credit for this feat to a sporting bunch of Horse Gunners whose battery occupied the barracks at Ipswich in 1839. There are yet others, pessimists, detractors, who declare that the event depicted never happened, and that the artist drew upon his imagination for all of it.

Nacton Steeple still stands in rural surroundings (though not exactly where the artist put it). But the country where the light brigade of cavalry trained, where horsemen congregated to guard our coast against invasion, has altered its looks considerably. The change began when troops were drawn away to the Peninsular War, and came to a climax after Waterloo. Then the inn which stood so conveniently near the temporary barracks on the Woodbridge Road changed its name from "The Duke of York" to "The Case is Altered." The inn stands

there still though rebuilt to match its surroundings—the new houses that line the broad high road on its way across Rushmere Heath. There is no longer any place for cavalry on this villa-strewn space, and that is perhaps why Martlesham, close by, has been handed over to the Royal Air Force which gets away well up over the traffic to perform its duties.

One is led to wonder whether aeroplanes will take over the former duties of cavalry on the coast, and assist the preventive service. Something of the kind will have to be done if ever prohibition comes over this country, even now perhaps—but we had better not say anything about the present-day unguarded state of our coasts. Suffice it to conjure up a picture of aircraft trying to locate and capture the wily east coast smuggler even as cavalry used to do a century or so ago.



PIGSTICKING

THERE was a time not so long ago when, on reading the title of this article, those acquainted with pigsticking would have experienced a somewhat similar feeling to that of a starving man on finding a morsel of food. But things have now changed, and the so-called hungry man has only to possess himself of a copy of the "Hoghunters' Annual" in order to find many a square meal. This article, therefore, is not intended for pigstickers, past or present, save perhaps to stir up some old memory, but rather for those, who on reading it will visualise the ample shape they have seen in some farm yard and hear an echo of the squeals which herald the preparation of a home-cured ham. Let them, however, pause awhile before they turn on, for they have yet to hear of the finest sport at any rate in Asia, if not in the whole wide world.

"Sus Cristatus" is as brave an animal as every drew breath. Though he grows to all sorts of fancy sizes, the average pigsticker has a mental picture of a brown grey bundle of muscle and bone, 30 inches at the withers and weighing about the same as a well built man of 6 ft. A tapering head with a fierce little eye and a pair of very sharp tushes sticking out about three inches when he means business. Short, but extremely efficient, legs which serve to carry him amazing distances at a steady speed and level with a fast horse for about three hundred yards. Being so close to the ground, however, overhauling a pig on a race course is a very different proposition to catching him in rough broken country, covered in grass and thorn trees, through which he can turn and twist and fall on his head without the least chance of breaking his neck for the very simple reason

that it practically does not exist. And then when he is caught. One hundred and seventy pounds of muscle, bone and fury, bearing down at twenty miles an hour; there are many authentic cases of panther being killed by pig so the man on top of the horse has to act quickly or he is going to lead home something on three legs, if, indeed, he leads home anything at all. Now, Mr. Farmer, where's your Hampshire hog?

The next consideration is the horse. No need to remind the reader of the feel of a good horse under him:

“You know the wild joy of good horses,
And the thunder and joy of their stride.”

But add to this the grass swishing on your boots, the sudden jump over the snarling nullah that lurks in the grass, the twisting and turning and then . . . a somersault, six heels in the air and up again, looking for your spear before you know what has happened.

Riding after pig is different from any other form of riding; usually one is a spectator as far as catching the quarry is concerned, and it is a case of getting you and your horse through to the end—mostly a question of riding. Pigsticking is different; you are the hounds and you are the huntsman. The horse has to do the judgment part of the business for you, as you are far too busy watching the elusive shape in front.

Pig live in any place where there is sufficient cover and plenty to eat, though they suffer more each year from poachers and increased gun licenses. But the picture of the typical country that springs up in the minds of those who have associations is a sea of grass, broken with patches of green jhow bushes and brakes of thorn. Nearly everyone after their first gallop falls to wondering how the Almighty ever designed an animal which could carry twelve stone over such a variety of surfaces and land his rider safely at the end. Away they go, full split over a patch of country like Malmesbury Common covered in grass five feet high, down the steep banks of a nullah, through water in which buffaloes have been wallowing and therefore full of holes (this usually does lead to a wet shirt) up the far side, over what seems like an acre of large ant-hills as hard as stone

and right close together; experience coupled with perfect balance and a fifth leg keep the horse standing up. And now what is going to happen when he does get there?

Arguments will no doubt take place, as long as the sport of pigsticking exists, about how to use the spear. Originally, a hundred years ago, if you didn't throw your spear at the pig no one would have hunted with you; nowadays if you did, no one ever will again if they can help it. In Bengal, where the pig charges pretty well at sight, you must use it overhand, allowing the boar to come in close; elsewhere, underhand, after the method of St. George who doubtless knew his job pretty well, and in countries where you have to spear the pig at full gallop and maybe on the turn, this method is accepted as the best. The next point about which discussion rages is when to spear, but the most successful method would appear to be to spear when you can, where you can and as soon as you can. Presumably the chief object is to kill the pig. The more delay there is, the more chances he is going to have of escaping and of defeating the main objective. Then there is the horse to consider. Surely it is a good plan to save the horse as much as possible so that he may hunt again. It is an established fact that the sooner a pig is speared, however lightly, the easier he is to kill as, for the rest of the performance, the horse and rider are comparatively fresh. But more than this, going all out to spear right away keeps the pace as fast as it can be and this blows the pig and makes him the easier to tackle with expedition. And now, having seen what there is to be done, and one good way of doing it, let us hunt one and see what happens.

After a short hack from the leafy mango bagh in which we had spent the night, we arrive at the cover to be beaten. Here we find a line of some fifty or sixty coolies armed with stout sticks and drawn up a few hundred yards outside the jungle. The Hon. Sec. of the Tent Club divides our party into heats and allots a position on the line to each; we find ourselves on the extreme right with another heat on the left and one in the centre. The order to start is given by the Hon. Sec. and the whistle of the Shikarri sets the coolies in motion.

For some time nothing happens and the line proceeds leisurely to the accompaniment of the "swish, swish" of the coolies' sticks as they beat the high grass around them; here and there a black partridge rises and swirls away to find another sanctuary, and sometimes we see black buck in twos and threes scampering on ahead. The ground over which we are riding is cut up by the rootlings of pig in their search for the sweet grass roots and the freshness of these signs assures us that there are pig about.

A rush in the grass, the cry "Woh jata" (there he goes) and a view holloa from our neighbouring heat tell us that we were correct. Away go the heat through the high grass to disappear almost at once from view. A turn to the left permits us to see them again, but they are pulling up with the man in front holding up his spear horizontally above his head. Bad luck, he is signalling a sow and the heat waits for the coolies to beat up to them, when it once more takes its position with the rest of us.

Again the line of coolies swings on with men and horses now excited by the prospect of pig lying close by. We have not long to wait, for this time one of our heat beats with his spear a thick clump of grass and is rewarded by seeing a big grey boar break out. A holloa is hardly necessary as we have all seen him, but on such occasions it is impossible to suppress one's feelings. We are away as one man with the boar by now a hundred or more yards ahead of us. To the right of the cover and nearly a mile ahead is a thick patch of thorns and, as we gallop along, we realise by the way he is running that this will be his point.

"A" soon draws ahead on a big fast waler that he can't hold; as he begins to get on terms he lowers his spear, a fatal mistake as it invariably causes the pig to jink and the rider, being right forward in the saddle, is ill placed to help his horse round. But it lets in the slower horses behind and, just as he gets into the thick belt of grass a few hundred yards short of the thorns, "B" is well on his tail. Jink for jink he takes him, yelling like the devil, till suddenly pig and rider disappear. We behind, take a pull for some hidden obstacle is surely ahead

of us. Coming up, we see "B" lying winded at the bottom of a deep nullah and his horse which has recovered himself quicker, is making off. With a hurried shout to "B" of "are you hurt," and his gasping assurance that is all right we gallop on—the pace is too good to stop. "A's" horse by now is coming more to hand, and he again takes first place on the line of the pig while I ride on his left ready for a jink towards the thorns. However "A" is watching for his chance and, as the pig makes to charge, down goes his spear and takes the pig amidships, turning him over. The boar is soon on his feet and now, thoroughly enraged, looks round for his enemies. Seeing me between him and his point he starts in a fast gallop in my direction. Back go his ears, up goes his tail and he is into me almost before I can get my spear down. He passes and I pull up to find a nasty gash across my horse's forearm.

"B," who has meanwhile caught his horse, now comes up, but the boar, sorely wounded and going slowly, has reached the thick thorn. "A" comes up too and, handing their mounts over to me, who am dismounted with my wounded horse, they follow up the pig on foot—a hazardous undertaking with the odds greatly in favour of the latter.

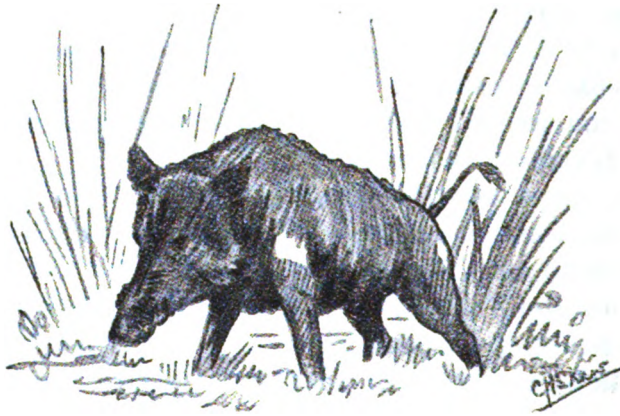
Forcing their way through the tangled undergrowth and following the blood trail they soon sight their quarry, who has turned about to meet them. Seeing "A" in front, the boar charges again, but "A" has profited by his former mistake and, instead of pushing forward to meet the charge with his spear lowered, allows the boar to charge him. The spear goes well into the pig's chest but the gallant animal, not to be balked, continues to push hard against the spear and "A" is slowly driven backward. Were no help at hand, his would indeed be an awkward predicament, for in this weight for weight contest the pig will surely win, and were "A" to withdraw his weapon and try for a more deadly thrust the boar would be on him like a flash.

However, "B" is handy, and as "A" presses hard on his spear, "B" drives his through the animal's flank. Having got it well home, he seizes the boar's opposite hind leg in his

spare hand, and, pulling the leg towards him, upsets the pig's balance and throws him on his back. Then "A" withdraws his spear and delivers the *coup de grace* through the brave beast's heart.

"Swiftly he rushes, panting and blowing,
Swiftly the life-blood torrents are flowing;
And game to the last, with defiant eye,
In silent courage he faces to die."

INDICUS.



"THE FUTURE OF CAVALRY."

A LECTURE GIVEN AT THE UNIVERSITY OF BRISTOL ON
7TH FEBRUARY, 1929.

IF we are to arrive at a reasonable surmise upon the future of cavalry we can do so only by after giving consideration to the past and to the present. Lest the prospect of dealing in one lecture with the whole history of cavalry should alarm you, I hasten to add that I propose merely to skim over the past—to sketch in outline first the development of the characteristics of cavalry and then the rôle which they have imposed upon the arm—and to consider very broadly the effect which certain marked developments in the apparatus of war, inventions such as fire-arms and the internal combustion engine, has had and is having upon it. If we can get a very general picture of what cavalry was for—what it did in the past—and can trace the course of development or modification in its use brought about by modern invention, then we may be able to draw certain definite deductions which we can reasonably apply to the future. Thus we shall, I hope, come to a logical conclusion instead of merely having to make a choice between the sweeping and contradictory statements by which at the present moment violent protagonists and antagonists of cavalry are conducting their argument. The outline will be sketchy, and I hope that you will help me to bridge over the more obvious gaps by asking questions when I have concluded it.

You, naturally, will suspect me, a cavalryman, of a predisposition towards the horse rather than the machine. It is, I hope, that very predisposition which gives me some justification in talking to you on the future of the cavalry, because in the past it was the horse, and the horse alone, which enabled the

characteristics that have always been, and always will be, essential to the performance of the rôle of a mobile arm to be developed—whatever form that arm may take.

Now, what *is* that rôle?

In those dim ages which we call “before the war” there was once a cavalry subaltern who was asked at a promotion examination what he considered the rôle of cavalry to be. Fixing his eyeglass firmly, he said, after due consideration, “that he considered the—ah—rôle of cavalry was to—ah—give ‘tone’ to what would otherwise be—ah—a vulgar brawl.”

In the history of war—as we shall see—the rôle of cavalry has undergone a considerable degree of development and modification. First we must realize that it, like the rôle of any other part of armed force, is primarily dictated by one great fundamental principle, the principle of “economy of force.” Let us avoid confounding “economy” with “stinginess.” By “economy” I mean the lowest expenditure which will bring about the highest result. If we accept that meaning, we cannot fail to realize that in both the organization and application of armed force—whether it be Navy, Army or Air Force, cavalry, artillery, infantry or tanks—economy is and must be the governing principle.

Before we can expand force economically we must first of all determine its vital characteristics and afterwards organize it in its most suitable form and apply it in its most effective manner; we must make our methods appropriate to our means. Thus we arrive logically at the self-obvious conclusion that, in accordance with the principle of economy, the general rôle of an arm—in this instance cavalry—is primarily dictated by its characteristics.

Throughout the history of war, what has been the vital characteristic of cavalry?

Mobility.

There are, of course, certain other characteristics—such as the ability to disperse and concentrate rapidly, the ability to fight while on the move and the power to search closely—but these are but derivatives of mobility.

Now what, exactly, do we mean by mobility?

On looking up the dictionary I found that the word meant the power of being mobile, which—though undoubtedly an accurate definition as far it is goes—does not help us much. A cavalryman fording a stream 4 feet deep is infinitely more mobile than an armoured car confronted with the task of fording the same stream; but an armoured car crossing that stream by a good bridge, is infinitely more mobile than the cavalryman. An infantryman climbing a steep, broken hillside is more mobile than either the armoured car or the cavalryman on the same hill. In fact, the term has a purely relative application.

Away back in the dim ages, at the very beginning of the history of war, the highest degree of military mobility was, of course, that possessed by the individual man moving upon his own two legs and fighting with a club or by throwing a stone; but, with his subjugation of part of the animal world, man began to become more mobile in the sense that he began to be able to go both farther and faster than before. Various kinds of animal—the donkey, the horse, the camel, the elephant—were impressed in the service of mobility; then came the “machine”—the sledge, the cart, the chariot. For many centuries the highest degree of mobility was expressed solely in terms of the functions of the animal, i.e., animals carrying men or dragging light vehicles. During many hundreds of years we see little development in mobility—except indirectly by the improvement in roads and in the design of vehicles. Indeed, it is not until we arrive at the discovery of steam-power and of the internal combustion engine, and their application in the form of the self-propelled vehicle (which in comparison with the long years preceding them we may roughly classify as mutually contemporary) that we find a sudden and far-reaching advance in the ability to move. For a while, that advance remained dependent upon the co-existence of suitable conditions, such as smooth hard surfaces unbroken by obstacles, and it was not until a degree of cross-country performance for self-propelled vehicles began to be achieved—at approximately the beginning of this century—that the general mobility of the animal began to be faintly

challenged by the *general* mobility of the land machine—which we see at the present time represented in its most advanced stage of development by the armoured car and light tank. (For the moment, we will leave aeroplanes out of the discussion and return to them later.)

Now let us consider, in very general terms, how in the past the highest available degree of mobility has been utilized in the application of armed force in war.

An axiom established by the experience and study of war is that victory is possible only as the result of offensive action; another, that to achieve successful offensive action a force must be able to move and to hit and, meanwhile, to protect itself. Now, in order to move in the right direction and to deliver the blow at the decisive time and place, obviously it is necessary first to find the enemy and to fix him; the enemy having been found, he must be struck so effectively as to disorganize his resistance to the point of demoralization; having been demoralized, his power of resistance must be destroyed. In this programme, mobility is obviously required in finding the enemy, in delivering and protecting the blow, and in completing the decision by demoralization and destruction.

It was on these principles that Alexander the Great organized his armed force. His main blow was delivered by infantry in co-operation with the mobility and weight of the heavy cavalry in the assault; it was prepared for and protected by the mobility of his light cavalry, of which the ultimate rôle was to annihilate the enemy after he had been broken.

Alexander, probably the first and certainly one of the greatest military scientists the world has seen, achieved success after success by using his heavy cavalry based on a mass of infantry to assault the enemy after he had been found and fixed by his light cavalry. Against forces neither so scientifically organized nor so highly trained as his own, cavalry in his hands was the decisive arm, and remained the decisive arm until gradually—many, many years later—the organization, training, *morale* and fighting power of infantry improved sufficiently to enable them to stand up to the cavalry charge, as, for instance,

did the infantry squares of Julius Cæsar. A natural corollary to this improvement in what we may perhaps term the "static arm" was a diminution in the effect of cavalry as an arm of assault.

In the Middle Ages, however, when under the Feudal system an armed force which consisted of nothing but bodies of highly-trained knights supported by badly-organized and badly-trained footmen and followers was evolved, the assaulting power of cavalry became almost completely predominant in battle. Curiously enough, it was this very predominance that ultimately proved the undoing of the cavalry arm because the knight, since he had to bear the whole brunt of the battle, armoured himself to such an extent in order to gain self-protection that he lost his mobility when mounted and deprived himself of the ability to fight when unhorsed. This is a point which in considering the rôle of mobile troops we must always bear in mind—the relation between armour and mobility; and we must remember that, in a sense, mobility, i.e., power to move quickly, easily and unperceived anywhere, is its own armour.

A propos of this, there is in an account of Waterloo given in de Bourienne's Memoirs an interesting little description of a hand-to-hand encounter between a French *cuirassier* and a wounded British hussar. The account says the hussar "did not, however, hesitate to attack his steel-clad adversary, and it was soon evident that the efficiency of cavalry depends upon good horsemanship and skill in the use of the sword and not on heavy defensive armour. The moment that the swords crossed, the military skill and superiority of the hussar were evident; after a few skirmishes . . . a well-directed thrust of the British hussar levelled the *cuirassier* to the ground."

To the cavalry of the Middle Ages, the result of loss of mobility was that when, as happened at Crècy and Poitiers, their slow-moving masses of cavalry encountered trained, resolute infantry capable of producing a heavy and accurate application of missiles, they had neither the speed nor the manœuvre by which to demoralize them. With the introduction of gunpowder, the value of comparatively immobile cavalry in the assault began still further to depreciate.

The military scientists of the Middle Ages were slow to appreciate the fact that to employ cavalry in an assault upon infantry which had not been previously partly demoralized by either surprise or fire-power was to risk almost certain failure. That commanders were so slow to appreciate these points was due chiefly to the great local variations which existed in the standards of military training. For instance, both Augustus Adolphus and Oliver Cromwell very successfully employed mobile, highly-trained and well-led cavalry to assault infantry—particularly when the infantry had been shaken by fire or by the infliction of surprise—but their standard of training was far higher than that of their enemies. This difference in standards, together with the comparatively small size of the highly-concentrated armies of those days and the small area of the theatres of operations, tended to set up a false scale of values, which in turn led to reliance being placed upon weight rather than manœuvre, and to the neglect of reconnaissance—that is, finding and fixing the enemy. In other words, mobility was neither fully developed nor applied.

It was Frederick the Great, appearing upon the scene in the 18th Century, who re-appreciated the importance of mobility. Under his leadership, his cavalry lightened their equipment, and were trained to move at high speed and to charge home with the *arme blanche*. Their mobility, both psychological and physical, increased at once. It continued, however, to be applied chiefly in the assault—to such an extent, indeed, that, under Frederick, cavalry regained predominance in battle, a predominance which was maintained up to the Napoleonic wars.

Napoleon, with his great strategic movements and his rapid, far-reaching strokes, needed, above all things, mobile force—for rapidly obtaining information and for throwing forward screens with which to mystify and mislead his enemy. Consequently, he, like Alexander the Great, organized his cavalry in two distinct classes: light cavalry for strategic and tactical reconnaissance and for screens, heavy cavalry for the assault. Now, although Napoleon used his heavy cavalry, charging in

masses, to obtain a decision, he seldom charged entirely unshaken infantry. At Leipzig he did, with success; at Jena, Eylau and Dresden he assaulted slightly shaken infantry, also with success; but at Waterloo, in spite of having the co-operation of fire-power, the French heavy cavalry failed to break the disciplined British squares. At the time, the true significance of this failure passed almost unnoticed, or, at any rate, unappreciated.

It was not until fifty-five years later, when the cavalry charges in the Franco-Prussian War—at Woerth, Gravelotte, and Sedan—withered away under the fire of unshaken, disciplined infantry supported by artillery, that it was fully realized that the heavy cavalry had met their match. By this time—the Franco-Prussian war—too, a degree of mechanization of armed force was appearing. Not mechanization in terms of movement, but mechanization in terms of armament, represented by breech-loading firearms and the earliest form of automatic weapon—the mitrailleuse.

I think we are able to see from this sketchy outline the development of two very important factors which combined to affect the rôle of cavalry. First, the improvement in the armament and training of the infantry and the augmentation of fire-power available to support it. Next, the increase in size of armies and, therefore, an increasing degree of dispersion in their dispositions. We see the great strategical movements of Napoleon demanding strategical information and protection; we see growing up with the volume, accuracy, and range of fire-power, a necessity for a commander to possess means of gaining early information concerning the enemy's dispositions and for preventing himself from being surprised. In other words, the very reasons which lessened the value of the cavalry as a weapon of assault increased its value as a means of tactical protection to the less mobile part of the army, and as a means of strategical reconnaissance, of screening, and of carrying out other special missions.

If we pause for a moment to consider the strategical rôle which was determined upon for cavalry as the result of the

European wars of the 19th century, we shall find that a corollary to the task of gaining information was the task of driving the hostile cavalry off the field, in order that the dispositions which it was covering might be disclosed. This action of cavalry *versus* cavalry was expected normally to take the form of shock action—the charge—indeed, it may be said that upon the Continent up to 1914 the charge was regarded as almost the only form of cavalry action. Curiously enough it was not fully realized in either France or Germany how firearms, which had had a principal part in driving heavy cavalry off the battlefield, could be combined with the mobility of light cavalry to produce a new characteristic in armed force, namely, highly mobile fire-power.

Here, in Great Britain, partly as a result of our close study of the American Civil War and partly as a result of our experiences in South Africa, we—still recognizing the principle of shock-action—realized the value of using mobility in rapid manoeuvre culminating in the application of fire-power and shock. We, therefore, while continuing to support the *arme blanche* by horse artillery, added to the cavalry the same fire-arm as that used by infantry. Moreover, we trained cavalry to be every whit as efficient in the application of fire-power as were infantry, and we studied the employment of mobile fire-power in the protection of front, flanks, and rear of the slower moving arms.

In this way we produced a cavalry whose characteristics not only suited it for the rôles of reconnaissance (in either a strategical or a tactical sense) and protection, but also enabled it to seize and to hold ground.

Meanwhile, in the opening decade of the 20th century, the application of an epoch-making discovery was being developed. That discovery was the internal combustion engine, which was, in time, to make possible the motor car, the aeroplane, the armoured car and the tank. But by 1914 the internal combustion engine, although it had already become of vital importance in civil life, had had comparatively little practical effect from a military point of view. As far as our own Army was con-

cerned, the cautious acceptance of discovery which is a characteristic of our race had combined with a perfectly natural reluctance to increase expenditure upon military experiment, to prevent what we now call “mechanization” from being applied to armed force in a degree commensurate with its application in civil life. It is difficult to realize that only 20 years ago the aeroplane had scarcely materialized out of the scientific phantasy of Mr. H. G. Wells, and that in 1914 the cavalry of all participants in the Great War mobilized entirely on a horse basis and without armoured cars.

In fact, in 1914, at the beginning of the Great War, the mobility of the cavalry was practically what it was in the time of Alexander the Great. Its limiting factors were the endurance and speed of the horse, the load which the horse carried, and the country over which he moved.

At once, of course, we ask the question—what did the war show with regard to cavalry?

In very general terms the answer is, I think, that where the employment of cavalry was in accordance with the vital characteristics of the arm, cavalry was invaluable. That is the crux of the question—the method of employment. It is true that in 1914 the great cavalry formations of France and Germany achieved less than could reasonably have been expected, but this fact was due to mishandling rather than to any inherent defect in the arm itself. We see the German cavalry missing a chance of what might well have been a decision in Flanders at the beginning of the war, because they did not make full use of their mobility; the French cavalry marched and counter-marched aimlessly; but, from a mistake in the use of a weapon it is not to be deduced that the weapon itself is defective. It was to a mistaken use of cavalry—misuse of its mobility—that a lack of effect was due. On the other hand, between 1914 and 1918, it was amply demonstrated what cavalry, properly handled, could do—in covering the advance to and withdrawal from Mons, and the advance to the Aisne and into Flanders; in battle, acting as patrols to gain information; as small mobile forces with which to exploit local success; as a mobile reserve (as in March and

April, 1918, and Amiens in 1918); in assault against an enemy less efficient than itself (as in the action by the Desert Mounted Corps in 1916, and at El Mughar in 1917); in interception, as at Khan Baghdadi and Qala Shergat in 1918; in pursuit, as in Palestine in 1918, when three divisions of cavalry, by pushing round the enemy's right, operating in difficult country, were instrumental in the destruction of the whole of the Turkish Army in a theatre of war where nothing but the horse could have moved rapidly across country.

All the operations of cavalry between 1914 and 1918 were carried out by troops which, even at the end of the war, were in themselves "mechanized" only to a very small extent, and only that in terms of armament and equipment rather than of mobility. It is true that co-operating with cavalry there came to be aeroplanes, armoured cars, motor despatch riders and—behind them—echelons of administrative motor transport; the cavalry itself was equipped with light automatic weapons and the number of its machine-guns was increased; but the most essential factor in its mobility—the load upon the horse—remained unchanged. Consequently, the performance of the horse came to be unfavourably compared with the performance of the various mechanical vehicles which were evolved during and after the war.

Now, we may roughly classify these machines under two headings: those which carry out tactical operations and those which maintain the troops in a state of fighting efficiency. In the first of these we may include the aeroplane, the armoured car, the light tank, the machine-gun carrier, the light "scout-car," and the motor cycle. In the second we may group the various types of lorry (of which some have a certain degree of cross-country performance) for the carriage of the supplies, ammunition, blankets, etc.

In circumstances entirely suitable to their characteristics, these fighting machines have greater speed, endurance, and power of self-protection than cavalry; but at present these qualities are liable to be very severely hampered by what I have termed the normal accidents of weather and ground. It may be

that the future will produce the machine which will possess the same degree of immunity from the effects of these “normal accidents” as does the horse. That machine is not yet in sight. Let us consider for a moment these qualities of speed, endurance and self-protection.

Speed. In conditions which suit the machine there is no practical comparison between the speed possessed by the armoured car, or light motor car, and that possessed by the horse. In unsuitable conditions, e.g., broken country, a stream more than 3 feet 6 inches deep, a narrow mountain path (such as those found in Palestine) practical comparison overwhelmingly favours the animal.

Endurance. In suitable conditions, the endurance of the machine in the terms of time and distance is considerably higher than the endurance of the horse, e.g., the armoured car may go from 2-300 miles per day—the horse from 30 to 50 or even 60. It must always be remembered, however, that even a machine—particularly in unsuitable conditions—suffers from fatigue, and the more complicated the form of machine, e.g., the light tank, the more time for rest for itself and its personnel will it require. One small point which I think we may fairly take into account in considering endurance: the horse will respond nobly to an emergent call to carry on without food or drink. In Palestine on occasion horses worked for 36 hours—or even 70 hours—without water and suffered little ill-effect. The horse *can* function on an empty stomach; I trust you will not accuse me of undue bias when I suggest that no amount of coaxing can persuade an internal combustion engine to function on an empty tank.

Self-protection. Speed, in itself, is a measure of protection; in addition, the machine is capable of being armoured. With the mediæval knight as an analogy, we must remember that armour adds weight, and tends to hamper observation. The armoured machine, a large and powerful fighting “individual,” but one which is conspicuous and not very easy to conceal, cannot disperse itself like, for instance, a troop of cavalry. It is, of course, capable of developing very considerable fire-power,

but it is not suitable for holding ground because at rest it is a conspicuous and vulnerable target—like the mediæval knight.

The characteristics of the machine and the horseman are so different that it is very difficult to arrive at a true standard of comparison. We do not try to compare the greyhound with the hound; we accept and make use of their characteristics as they exist.

The problem with which we are now confronted is not “cavalry *or* machine”—an argument between partisans; it is how to combine the essential characteristics of both so as to produce an arm which shall be capable of the highest general mobility in *all* conditions.

In very general terms we may say that the mobility of cavalry is extremely flexible, but is deficient in speed and radius of action; the mobility of the land-machine has great speed and radius but lacks flexibility.

By its flexibility cavalry is enabled to disperse rapidly, to take cover from view and fire, and to re-concentrate quickly; it is therefore capable of effecting tactical surprise, of carrying out intimate close reconnaissance, of manœuvring across country with a view to engaging the enemy by shock action and by fire-power, and of holding a position until the last moment. The mobility of the armoured cars fits them for carrying out far-reaching strategic rôles and for general reconnaissance of a large area rather than particular and intimate reconnaissance of a small tactical position.

The horse and the machine are both deficient in certain qualities. At once it occurs to us, therefore, to ask: Can we increase the speed and radius of the cavalry or the cross-country performance of the armoured car? About the armoured car we can only say that at present it does not look as if it will ever have the cross-country performance and general flexibility of a troop of cavalry—although we are not certain. About the cavalry we *are* certain of one thing: we have already considerably increased the mobility of the horse by complementing it with the mobility of the machine. The light six-wheeled lorry is a mechanical vehicle which has a consider-

able degree of cross-country performance and a fair speed. It can be left behind in concealment and moved up at intervals to rejoin the horses which have gone ahead. A proportion of these vehicles is now included in the war establishment of a cavalry regiment for the carriage of a large part of the equipment which hitherto has been carried on the troop-horse. By this means the load on the horse has been lightened by some two stones. It is difficult to arrive at the exact effect of this, but I suggest to you that a casual glance at the handicapping of any of the classic events on the Turf will demonstrate the importance of the achievement. When we consider that the difference of a pound or so carried over a mile and a half may make all the difference to us, personally, between landing a winner and walking home it requires no great effort of imagination to get some idea of the effect of two stone carried over forty miles! Then, again, the use of small cross-country vehicles for the carriage of a proportion of machine-guns, machine-gun crews and ammunition has relieved the pack-horse of a heavy burden.

• The general result of this development is that the mobility of cavalry is at present far higher than it has been since modern saddlery and weapons began to be used; a particular result is the reorganization of the cavalry unit.

Now, in war, a cavalry regiment is to be organized into a headquarters (subdivided into a “horsed” group and a “mechanized” group); two sabre-squadrons of lightly-equipped horsemen armed with swords and rifles; and a machine-gun squadron consisting of sixteen machine guns (as against two in pre-war days) and their crews carried on mechanical vehicles which, in the future, will—we may confidently predict—have a higher degree of cross-country performance and of immunity from observation and fire than they have at present. The immediate reserves of ammunition, explosives and tools, the unexpended portion of a day’s supplies of food for men and horses, and the equipment which formerly was carried on the horse are now carried by the “first line” motor transport vehicles belonging to the regiment itself; these are replenished

from the M.T. vehicles of the R.A.S.C. units behind them. In addition, it is possible that, if the result of present experiment is satisfactory, each regiment will have a proportion of very light two-seater cars for rapid reconnaissance where conditions admit their use.

Nowadays, therefore, the potential mobility (both across country and on the flat) and potential fire-power of a cavalry regiment have been greatly increased. The vital characteristics of cavalry—general mobility combined with fighting power—have become *in themselves* greater than before.

Is there still an economic rôle—will there continue to be an economic rôle—for them in the conduct of war?

I venture to commit myself to saying that so long as the human and not the mechanical factor determines the organization of armies, so long as the machine is incapable of performing *all* the functions of man in conditions of warfare—conditions which must often revert to the primitive—so long will “horsed cavalry” be required if armed force is to be applied with economy.

To-day, other mobile weapons—aeroplanes, armoured cars, light tanks—can perform certain functions which formerly could be carried out only by cavalry. For instance:—

The aeroplane is not only peculiarly fitted for tasks of distant and medium reconnaissance; in certain *suitable* conditions it may be invaluable in close reconnaissance and in the application of fire-power.

The armoured car, as well as being the chief means of medium reconnaissance will, in *suitable* conditions, have great value in protection and pursuit.

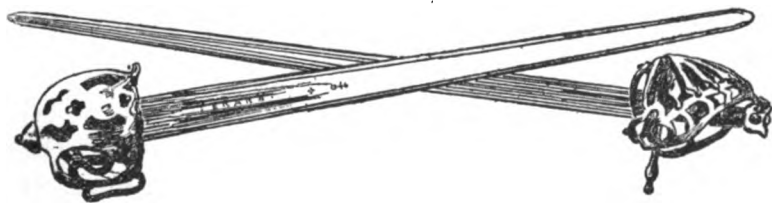
The tank is a powerful weapon of assault.

But none of these have the vital characteristic of cavalry—the exact degree of mobility which enables them to go over any type of country and to carry out intimate reconnaissance—searching woods and villages, capturing individuals, gaining identifications in practically all conditions of ground and weather. In a word, they have not the flexibility.

The question becomes not whether mechanical means shall supplant the horse, but how can the different characteristics and functions of the machine and of the horseman best be combined to produce one mobile arm which shall be capable of performing all the mobile tasks required by an army operating in any conditions of space and of weather?

That, I suggest, is the problem which we have to solve, and the problem towards the solution of which we have made a distinct advance. We have increased the mobility and fire-power of our horsed cavalry; we have also organized two entirely mechanized “cavalry” units—two “cavalry armoured car regiments.” These are for inclusion in our cavalry division—that is, in the most mobile “formation” of our army—as a means of carrying out strategic reconnaissance and other special missions. Already then, we are about to produce a cavalry formation which—made up of cavalry (with its mechanized machine-guns and transport), cavalry armoured cars and (a future possibility) light tanks, supported by horsed and mechanized artillery, and having the co-operation of aircraft—shall possess a very high degree of general mobility.

Whatever the organization of this mobile arm of the future, the spirit which animates it will remain the spirit of mobility—mobility of the mind and of the body. We shall never see again great masses of cavalry charging knee to knee; but so long as war remains, so long will cavalry—or their *exact* mechanical equivalent, if it can be produced—be required to take their part in preparing the way for and in completing the effect of the blow by which armed force seeks to demoralize the enemy’s power of resistance.



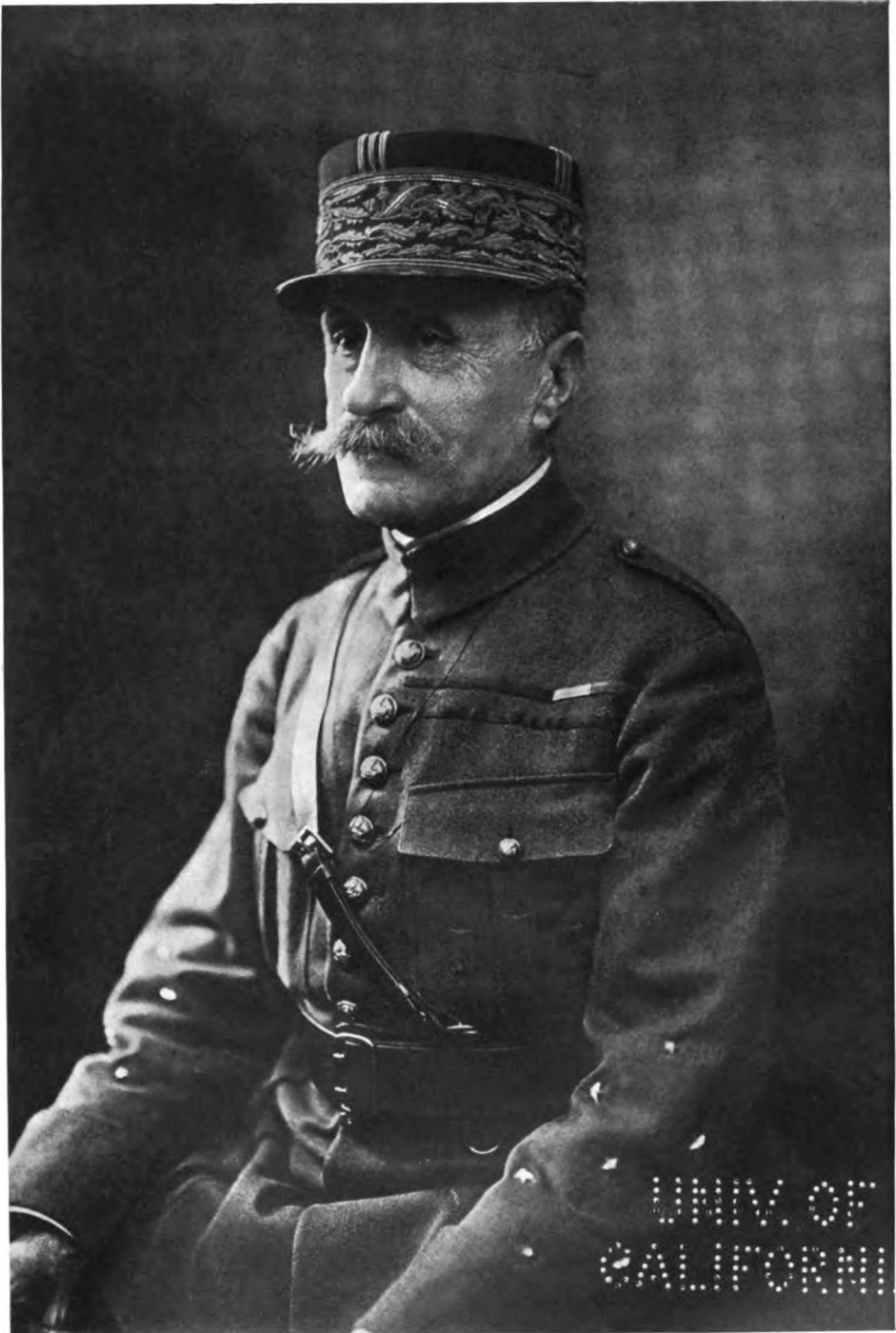
"THE HAPPY WARRIOR"

MARSHAL FERDINAND FOCH

By H. C. W.

THE death of this great soldier occurred at a date in March when the last number of this Journal was practically ready for issue, and consequently it is only thus belatedly that we are able to give some account of the services of Marshal Foch, and to voice the very deep regret felt by all our readers at the death of one who did so much for his own Nation and equally for ours.

Marshal Foch did not come from an essentially military family; on his father's side the members of it had been engaged in commerce or concerned in other branches of civil life, and it was only through his mother that he was descended from a soldier who had served under Napoleon in the Grande Armée. The Foch family were Gascons, though anybody less like the typical Gascon of Dumas' fiction it would be difficult to imagine. Young Foch was born on the 2nd October, 1851, at Tarbes, in the Hautes Pyrenées, and at the Lycée there and at Rodez, at the seminary at Polignan, and at the Jesuits' College at St. Etienne Ferdinand Foch was mainly educated. With the view of passing on to the Ecole Polytechnique, he was sent to the College at Metz, and was studying here when war broke out between France and Germany in 1870; he at once enlisted in the 4th Regiment of Infantry, which was not, however, employed at the front. The future Marshal saw nothing therefore of active service during the war, and may be said to have belonged to the generation of defeat. But, as a distinguished French writer has said, "it is not always true that defeat is depressing. What



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MARSHAL FOCH

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TO THE
AUTHORS.

happened in France after the disaster of Sedan was what had already happened after the disaster of Rossbach, and what happened in Prussia after the disaster of Jena. Men set themselves to think. They sought the causes of the misfortunes of their country. A whole body of intelligent officers applied themselves to the study of the methods of the conquerors in order to give them a new life; and each time that this was done, those who did it recognized that an inferiority in knowledge was at the base of the inferiority in arms. Clausewitz prepared the way for Moltke, and the lessons of that very preparation, Foch himself was destined once more to apply."

The war over, young Foch resumed his studies at Metz, then in German occupation under General Manteuffel, going thence to the Polytechnique and from there to the Artillery School at Fontainebleau, from which some two years later, he was posted as Lieutenant to the 24th Regiment of Artillery, and served successively at Fontainebleau, Tarbes and Rennes. In 1883 he married, and in 1885 he passed into the Ecole Superieure de Guerre, passing out very high on the list; and then there followed a period of alternate Staff and Regimental soldiering, until in 1894 Foch returned to the Ecole de Guerre as Assistant Professor of Military History and Strategy. During the six years he held this appointment, his lectures, published in book form under the titles of "De la Conduite de la Guerre" and "Des Principes de la Guerre," made a profound impression on the minds of all thinking soldiers; while there can be no doubt that the wide research and deep thought which their preparation involved, did very much to develop his intellect, his grasp of the principles of the conduct of future war and his gift of military leadership.

In 1900, however, Foch had to resign his professorship consequent on the political and religious dissensions which arose out of the Dreyfus case, and for some six years he returned to regimental employ, serving with the Artillery of the Fifth Army at Orleans. In 1906 he was transferred to the General Staff in Paris, and was then almost at once selected, very greatly to his surprise, to be "Directeur" at the Ecole de Guerre with the

rank of Major-General, and the four busy years he passed in this appointment left an ineffaceable mark upon the school, and upon all those who there came under his influence. In 1911 General Foch was given the Command of the 13th Division at Chaumont with the rank of Lieut.-General, and in this year he was deputed to attend the army manœuvres in England, and thus gained some first-hand knowledge of British troops and of British Army leaders and methods.

He was now promoted to the command of the VIII. Army Corps at Bourges, transferring in 1913 to that of the XX. Corps of de Castelnau's Second Army of the "Couverture" at Nancy; and he was commanding this Corps when the Great War broke out. In proof, however, of the truth of the statement put forward by the French, and as often contested by German military and other writers, that in 1914 France had no intention whatever of attacking Germany, it may be mentioned that early in July of this year, General Foch, commanding a corps in the "Spear-head Army" of France, had left Nancy to spend a month's leave on the little estate in Brittany which had come to him through his wife!

The man who was to do such great things in the War and hold the largest command any leader has ever exercised in the field, had no experience whatever of active service. Nearly every one of his own superiors and contemporaries had seen fighting in some of the Colonial Wars in which French troops had taken part, while there can hardly have been a single commander of any rank in the British Army who had not seen service of a tolerably recent and very varied kind. In this respect Foch was no worse off than the German leaders by whom he was during the next four years to be confronted; while if knowledge of the conduct of modern war may be learnt from study rather than from actual experience, then Foch was certainly second to none of those either allied with or opposed to him.

The achievements of Marshal Foch in the War have been told in histories and biographical notices which abound, but it was not until the race to the sea began, culminating in the

Battle of Flanders, that the Marshal was closely associated with the British troops, affording them at all times and in fullest measure the most loyal and generous support, so that a British statesman said of him and of his ceaseless activity: “He could not have done more for us had he been one of our own generals”; while Lord French pays Foch the following tribute in his “1914”: “Personally I owe a great deal to his invariable help and cordial co-operation. In the darkest hour of our work together—and there were many such—I never knew him anything but bold, hopeful and cheery; ever vigilant, wary and full of resource.”

As “Deputy to the Commander-in-Chief,” Foch was prominent in the Artois offensives of May and September, 1915, and in the Somme battle of the following year; but when General Joffre was relieved, Foch with him was withdrawn from any active command, and did not come to the front again until May, 1917, when he was appointed Chief of the General Staff under General Pétain. The question of a single commander of the allied forces in the field had more than once been raised, but it was not until the great German offensive of March, 1918, that the need of some one commander of outstanding ability for co-ordinating purposes became urgent and indeed acute; and with the loyal and whole-hearted concurrence of the other allied commanders, Foch became Generalissimo; and the measures which he took and the operations which he projected and carried through for the final crushing of Germany, are among the commonplaces of modern European history. By a happy coincidence the final blow was delivered on the 17th July, the very day after General Foch had been created Marshal of France.

Since the war ended Marshal Foch had paid more than one visit to this country; he rode in the Victory March and walked in the funeral procession of his friend and colleague Field Marshal Earl Haig; whenever he came among us he was heartily acclaimed, for all men recognized in him a great soldier and a most loyal comrade.

He died on the 20th March, and his funeral, when his remains were laid under the dome of the Invalides near those of the Great Napoleon, was attended by sorrowing men and women of every rank in life, who all realised that a great man had finished his life's work :—

“ And so he passed over,
And all the trumpets sounded for him on the other
side.”



*HISTORY OF CAVALRY HORSES.**

By CAPTAIN GEORGE L. CALDWELL, Veterinary Corps.

FROM the dawn of history and probably in prehistoric ages, the horse, the noblest of all creatures that man has subdued to his will, has played a leading rôle in the spread of civilization and has ever been, in peace and in war, a chief factor in the rise and supremacy of the great nations of the ancient, medieval and modern world. Conversely, man in his migrations has had a profound influence on the world-wide dissemination of the horse and in the intermingling of races and types of horses. From the standpoint of the historian, the antiquity of the horse is considerable. Early in history, we find him put to war uses and to almost that use alone. One of the reasons for his early selection as man's ally in war may be found in the 39th chapter of Job :

“He paweth in the valley and rejoiceth in his strength; he goeth on to meet the armed men. He mocketh at fear and is not affrighted; neither turneth he back from the sword. He saith among the trumpets, Ha! Ha! He smelleth the battle afar off, the thunder of the captains and the shouting.”

Many a hesitant, weak-hearted cavalier has been carried into the heart of the mêlée on the back of a horse that turned not back from the sword and went on to meet the armed men. Some of the early Roman cavalry charged without reins, and General Hood, of the Confederate Army, always maintained that could he but cut the reins of his cavalry at the moment of the charge every cavalry charge would be successful.

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While history makes frequent mention of the horse in war, most of the interesting details are lacking. Where he came from, what he cost, what he looked like, how he was cared for, and what his infirmities were, seem seldom to have been made a matter of record. The military historian is content to mention his horses in numbers only, while wearisome pages are devoted to the tactics and valorous conduct of the rider. Art, through sculpture, tapestry, and paintings, has preserved for us some more or less accurate pictures of the horses of antiquity, and from these, together with a few descriptions of the famous chargers of important generals, we must conjure our pictures of the war horses of the past. Horses in war have been more extensively used for cavalry than for animals of pack or transport, and the history of this type of horse is more easily followed than any other. Beginning with the horses of prehistoric ages, we now follow, we hope not to its end, the slender thread of history and art that portrays the cavalry horse from that time.

From the investigations of geologists, we learn that the horse is descended from ancestors that existed in the long-past ages of the world's history, but in the eyes of the paleontologist he is one of the most recent of animals and is generally accepted by the evolutionist as illustrating better than any other the doctrine of evolution. The horse or his immediate ancestors have at some time inhabited all the continents of the world, but in the form we know him did not exist in the New World after the Glacial Age. From fossil remains of the late Pleistocene, it appears that the horses of that period were kept by prehistoric man in enclosures and used for food. If such be true, is it not possible that some of the more adventurous youth of that day mounted them, or that the father mounted, seized his stone hammer, and rode forth to slay his enemy in numbers?

When the historic curtain first rises about 5000 B.C., we find in the valleys of the Nile and Euphrates nations venerable with age, but we do not yet find mention of a domesticated horse. Going to Chinese legend of the reign of Hwang-te, we find the ancient Chinese work, "The Shoo-King," speaks of Yaou, 2348 B.C., as riding in a chariot drawn by white horses; however,

Chinese legend can hardly be accepted as an authentic record of the past.

About 2217 B.C., Nimrod is supposed to have formed the Babylonian Empire; and Assur the Assyrian Empire. During this period it is said that horses were yoked to chariots, and chargers were trained to undergo the fatigue of battle. The first direct Biblical mention of the horse for cavalry is found in the 50th chapter of Genesis, where it is related that chariots and horsemen of Pharaoh's army accompanied Joseph when he took the body of his father back to Canaan, this about 1690 B.C. Pharaoh's cavalry appears again in 1491 B.C. in the pursuit of the Israelites into the Red Sea, where the horses of an entire army were drowned. Little is known of the horses of this time except what can be determined by study of bas-relief. The horses seem to be small and rather coarse, usually dark in colour, probably of Libyan or Barb origin.

We now come to the early Graecian period, and from these peoples, particularly from the pen of Xenophon, we get a more completed picture of the horses of that period than of any other period up to modern times. It is quite probable that much of this horse lore was given the Greeks by the Egyptians. The Greeks first used horses to draw their chariots, and later the Thessalians began the use of cavalry. Cavalry was used in 743 B.C. in the first Messenian war, but the Greeks did not have cavalry at the battle of Marathon in 490 B.C. or at Thermopylae in 480 B.C., yet the Persians are said to have had 80,000 horsemen under Xerxes.

During the Peloponnesian war in 430 B.C., the use of horses for cavalry became more extensive, and horses were raised throughout Greece; but the larger and better horses came from the plains of Thessaly. The greater part of Greece is mountainous and the soil rocky and not generally suitable for cavalry. Cavalry did not appear to be very successful in the Peloponnesian wars, for the majority of horses went lame because the rocky soil had worn the horses' hoofs thin; of course, the art of shoeing was unknown at that time. Xenophon, in his remarkable treatise on horsemanship, recommended that the horses be

stood continually on dry stone floors for the purpose of hardening their feet; a very effective method indeed.

Fossil remains of horses have never been found in Greece, and it is probable that the first horses of Greece came from the north and were of European and Asiatic origin, as most of them were white or dun-coloured. Later, North African or Barb stock made its appearance, and greys, bays and browns appear. The Greek cavalry horse of this age when trained for war cost 225 dollars and upward. The Greeks, like most all ancients, used practically nothing but stallions for war horses, which accounts for the belief that all of the war horses, except the Libyans, were more fierce than those of to-day. Aristotle states that the average span of life of the cavalry horse of his time was from 18 to 20 years, and that barley was the usual food. No mention is made in history of the Greeks having used saddles either in peace or war.

Let us go back for a moment and consider the horses of the Persians, the natural enemies of the Greeks. The Persians were great horse lovers and rode habitually. The Persian cavalry reached its highest development under Xerxes, the son of Darius. Xerxes, in the spring of 480 B.C., crossed the Hellespont with the greatest cavalry force the world had ever known, 80,000 horsemen—Persians, Medes, Scythians, Indians, and Libyans, mounted on the best horses of Asia and Africa. The best of these horses were those of the Nicaeans, the largest and best horses then known; these horses were not indigenous but came from Media or Armenia. Had Thermopylae been a plain rather than a well-nigh impassable mountain pass, the Persian horse would have materially altered the world's history. No doubt many of the horses of the invading Persians remained in Greece and intermingled with the native stock.

Racing and equestrian events reached a high degree of popularity with the Greeks after 400 B.C., and horsemanship received an added impetus under Phillip of Macedon, who fostered the breeding of horses for war and sport, and who organized the first efficient Greek cavalry force. Following Phillip, Alexander the Great organized an excellent cavalry service and crossed the

Hellespont into Persia with a force including 7,000 cavalry. His horses were the best of Macedonia and Thessaly. His conquest of the decaying Persian Empire placed in his hands the best horses of Asia, and with his march into Egypt and the establishment of Alexandria, Barb blood of North Africa was introduced. Alexander's famous charger, Bucephalus, was bred in Thessaly. The Grecian Empire, now at the height of its military crest, possessed cavalry horses superior even to those of their late foes, the Persians. The successors of Alexander were equipped with wonderful horses for cavalry use, and their superiority in horses was one of the greatest obstacles that the now rising power of Rome had to overcome before the final fall of Greece in 146 B.C.

After Rome was founded by Romulus about 750 B.C., infantry formed the bulwark of their military forces; however, they had a small body of cavalry. Whether the horses were indigenous or brought from Sicily or North Africa is not clear, but it is quite probable that, after the conquest of southern Italy, Libyan horses were introduced. The cavalry horses of Rome were superior to those of the Gauls of Northern Italy. At the outset of the Second Punic War, 218 B.C., Rome had some cavalry, but it was of poor quality and could not compare with the matchless cavalry of Hannibal, which, by way of Spain, had crossed the Alps and invaded Northern Italy. Rome had less than 3,000 horsemen, while Hannibal had not less than 10,000. The horses of Hannibal's force were, of course, all North African or Barbs. The Numidians rode small thin horses that were very swift and sure-footed and were ridden without bridle or reins, the horses being directed by the use of short whips. Hannibal had left in Spain with his brother, Hasdrubal, over 2,000 Libyan horses of the best Barb strains, mostly stallions. These remaining permanently in Spain were crossed with the native stock, and this accounts for the superior qualities of Spanish horses in later years and even until to-day. Roman cavalry reached its highest development under Scipio at the defeat of Carthage. The excellent horses of Numidia and Spain were now available to the Romans. More cavalry horses

were used, and we find extensive cavalry forces in the Mithridatic wars.

When Cæsar began his war of conquest in 58 B.C., he found that the main strength of the Gauls lay in their cavalry, which had excellent horses derived from southern lands at great cost. These excellent horses were added to the resources of the ever-widening empire. During the Gallic wars, much of Cæsar's 10,000 cavalry were German, Spanish and Numidian mercenaries. The Germans in Cæsar's army were mounted on their own native horses, which were of poor quality. In the East, the cavalry of Crassus was no match for the enormous cavalry force of the Parthians, which was said to contain nearly 40,000 horses. The horses of the Parthians were very fleet and active, and must have been well trained, for they were ridden with a nose band and a single rein. The Parthian horses were both dun and grey and were descendants of the Nicaean horses, which were considered the best of the army of Xerxes five centuries earlier. It is interesting to note that the Parthian cavalry horse was fully armoured with metal. At this time the Romans were using a saddle cloth held by a form of circingle but without stirrups. This period seems to mark the beginning of use of body armour of metal for the cavalry, but the effect of this on the type of cavalry horse will not be noticed until a later date.

Under the reign of the Emperors, the Roman cavalry became very decadent, and the Empire depended upon mercenaries. From this we must not conclude that the Roman horse was in decline, for racing and other equestrian events were very popular; yet, of course, this type of horse was not suitable for cavalry use. In the early part of the fourth century, Roman cavalry became more popular, and the horses were fully armoured. In the latter part of the same century, the true saddle with a tree makes its appearance. Rome next finds use for her cavalry horse in A.D. 402-410, when the forces of Alaric, the Goth, with his thousands of cavalry swept on and sacked Rome. But a few years later Atilla's Huns entered Italy with a large army of cavalry mounted on their native horse of the Steppes, which,

improved by breeds from the south, was now a medium-sized horse, Roman-nosed, heavy bodied, angular, long-haired, and ugly, but withal possessed of a remarkable hardiness, which caused him to be highly prized as a war horse.

The Romans, and possibly the Greeks, early recognized the necessity for some form of artificial protection for the hoofs of beasts of burden, for sometimes a leather or wooden shoe (*solea*) was bound to the hoof with thongs of leather crossed over the outer surface of the hoof. Suetonius says that Nero used shoes of silver on his mules, and that Poppoea, the wife of Nero, shod the mules of her baggage train with shoes of gold. There is nothing to show that cavalry horses were shod until a much later date; however, it is quite probable that they were. The skeleton of a horse with shoes of metal nailed to the hoof was found in the tomb of Childeric I, whose reign ended A.D. 481, so the date of horseshoes is prior to that time.

We have now followed the cavalry horse until the fall of the Western Roman Empire and have shown how races and breeds of horses of the entire Old World have been widely disseminated and intermingled. From the shattered ruins of the Empire, many nations arose, each with its particular war horse, but from this time the horse cannot readily be followed with the history of peoples but better by a consideration of epochs.

The Dark Ages, from the fall of the Western Roman Empire to the 11th century, witnessed the fall of the Roman civilization under the inrush of barbarism. During this period, but little is known of the history of the horse. The first important event in the history of the military horse of this period is the coming of Mahomet in A.D. 610. This great prophet of the Arabs was a great lover of horses and instilled into his people that same love. Under these people the Arab horse was developed. In a century the great Saracen Empire had formed the crescent from the Hellespont through Africa to Gibraltar, and the invasion of Spain brought with it the horses of Asia and the Barbs of North Africa. The success of this great expansion can be attributed very largely to the excellence of their cavalry horses. The advance of the Saracens was stopped on

the plains of Poitiers in A.D. 732 by the mail-clad warriors of Charles Martel. The cavalry horse of the Franks was much heavier than that of the Saracens, but, had the battle of Tours been decided by the superiority of horseflesh rather than by armament and tactics, the cause of Christianity would have been lost possibly for ever. It is interesting to note that stirrups were first used regularly in the Saracen cavalry.

About the middle of the tenth century the order of chivalry arose in Europe. As the armour of the knights became heavier and tournaments became an established institution, the cavalry horse was, of necessity, a much larger horse in order that he might carry the rider with his 200 to 400 pounds of armour. From pictures of the cavalry horse of this period, it would appear that he was not unlike our Percheron horse of to-day. This introduces what is known as the "great horse," who holds his place in the cavalry of all nations of Europe until some considerable time after the invention of fire-arms. Our present idea of an officer's first and second mount no doubt arose during this age, when the knight on the march rode without armour a small, active, easy-going horse until on the approach of danger he donned his armour and mounted his "great horse" to do battle.

The Norman invasion of England under William the Conqueror in 1066 is of especial interest since it brings out the fact that the English had no cavalry in the Battle of Hastings while William's warriors were practically all mounted. The success of the Norman invasion was due to the simple fact that they had horses and knew how to manage them. The horses of the Normans were tall and heavily built animals, for the armoured men they carried were of very great weight. Following the Norman conquest, chivalry quickly established itself in England.

The Crusades next draw our attention, when for over two centuries the knighthood of Europe under the Banner of the Cross attempted to free the Holy City. The heavy cavalry of Europe, mounted on the type of horse described above, was in conflict with the light cavalry of the Saracens. There were 100,000 cavalry horses in the First Crusade, and these were

opposed by over 200,000 Saracen horsemen. The horses of the infidels were the same type as those used in the Saracen invasion of Spain. The returning Crusaders brought back many Arab horses.

In the early part of the thirteenth century, the Mongolians had developed the largest cavalry force in all history. It is said that Octai Khan had an army of nearly one and one-half millions of cavalry. This force swept the greater part of Asia, and a cavalry force of a half-million horses devastated Russia and a part of Poland. This force was never defeated, but the invasion was turned back by the stubborn resistance of the heavy armoured Polish cavalry. The Tartars were mounted on the native dun-coloured or white Mongolian pony, very similar to the Mongolian ponies seen in China to-day. He was from 12 to 13 hands in height, strong, sure-footed, reasonably active, and extremely hardy. In the charge, he was no match for the "great horse" of the Poles. This invasion of small horses had a decided influence on the horses of Russia for centuries to follow.

Until the use of fire-arms in war, about the fourteenth century, the cavalry horse of Europe changed but little. Armour was increasing in weight, and of necessity horses for cavalry increased in size. The increasing stability or unity of individual nations resulted in the development of breeds and types of horses peculiar to that nation. After the invention of fire-arms, armour further increased in weight and had the effect of causing larger horses to be used until, in the middle of the sixteenth century, the cavalry horse was such a horse as is the Shire of to-day. This is not surprising when we realize that the horse carried a weight of not less than 450 pounds. As the armour-piercing power of bullets increased, the complete armour disappeared, and only heavy breast-plates and helmets were used. By thus decreasing the weight of equipment, lighter and more active horses came into use. The success of Cromwell's armourless cavalry in the middle of the seventeenth century sounded the death-knell of the "great horse," and the lighter horse has been in almost general use by cavalry since that time.

We have now reached the point in history where the horse returns to America for the first time since the Glacial Age. In 1519, Cortes had in his force of 600 that began the conquest of Mexico 16 horses; later this number was increased to 85. A few years later, Pizarro took horses into Peru. In 1543, a few horses of the De Soto expedition were abandoned west of the Mississippi. The horses noted above all came from Spain and were of all colours and breeds, the fine-bred Jennets being of Barb blood and the coarse ones of native and cross-bred European stock. It is certain that from these Spanish horses came the great bands of wild horses that covered our western plains and the pampas of South America. It is evident from the preponderance of dark colours among the wild horses of South America that they have a greater amount of Barb blood than have our western mustang, which are very frequently dun-coloured. It is interesting to note that four centuries later the descendants of these Spanish horses return again to the old world as cavalry horses in the Boer and World Wars and have always been extensively used in the United States cavalry.

During the reign of Charles II (1660-1685) the English Thoroughbred was developed. This breeding development has furnished the fine qualities necessary for crossing with colder blood to produce a better horse for modern cavalry. The clean Thoroughbred never has proved a satisfactory cavalry horse for general use, but a goodly infusion of this blood produces an ideal cavalry horse. The development of the Thoroughbred did not have its favourable influence on cavalry of England alone, but on all the cavalry of Europe and later that of the Western World. From the first of the eighteenth century to the middle of the nineteenth century, many English Thoroughbreds were sent to Prussia, and in 1750 Frederick the Great had a large and effective cavalry force mounted on Hanoverian horses developed from the imported Thoroughbreds.

No mention has been made of the horses of Russia, but after the Tartar invasion Russia began a development of cavalry, and in the first of the fifteenth century the Cossacks appear mounted on their half-wild horses of the Russian steppes. Under Peter

the Great, in the early eighteenth century, the cavalry was built to a force of 84,000. The horses of Russia were considerably influenced in type by the Mongolian ponies of the Tartar invasion and by some Arab and Barb blood from the South. In modern times, the Russian cavalry is remounted from breeding farms in the steppes of the Don and Volga. These horses have a good proportion of Arab and Thoroughbred blood and are extremely hardy.

The early colonists of Virginia brought horses with them, and, other than the Spanish horses of the West, all horses brought to America prior to the Revolution came from England. The early importations were small horses, few being over 13½ hands. The first English Thoroughbreds were brought to America about 1750; these, too, were small, being about 15 hands. The southern colonies, where the horse was much used by the aristocracy for hunting and racing, became important horse breeding centres. Washington was an ardent horseman and breeder of horses and owned several Thoroughbred stallions. Cavalry was used but little in the Revolution, and we assume that such cavalry as was used was remounted from the hacks and hunters of that time.

After the Saracen invasion in the eighth century, the most popular horse of France was the Limousin, a horse of fair size having many of the characteristics of the Barb. After the middle of the seventeenth century, the Thoroughbred found its way into France and was crossed with the Limousin, and the latter by the middle of the eighteenth century was almost extinct.

Many cavalry horses were used in the French Revolution, for the French at the beginning of the war had about 25,000 cavalry mounted on horses, such as are noted above. By 1793, the cavalry had increased to 40,000. Under Napoleon, the cavalry, which at first was rather scanty, was soon organized to a force of considerable size. Murat, one of Napoleon's cavalry commanders, had a cavalry force of over 12,000 horses. From the histories of the wars of Napoleon we first get authentic records of the losses in horses sustained by cavalry forces, and we learn of the difficulties of supply of a large force of horses. During

Napoleon's Russian campaign, he crossed the Nieman with over 60,000 cavalry horses and in his terrible retreat after the burning of Moscow, lost practically all of his horses due to starvation, cold, and the constant pursuit of the Cossack cavalry. He recrossed the Nieman with, but 1,600 horses. Napoleon's downfall might well be attributed to lack of forage for his horses, for his disastrous Russian campaign was the beginning of the end. The allied armies of England, Prussia and Russia all had excellent cavalry, and the Russian Cossacks were especially well mounted; apparently better than the French cavalry.

The Crimean War tells us little about cavalry horses, unless it be to impress upon our minds the great numbers of Russian cavalry and to show how the improved fire-arm and increased fire-power did, for the first time, cause enormous horse losses in the ranks of charging cavalry. The Charge of the Light Brigade, immortalized by Tennyson's poem, illustrates this point admirably.

We have seen that in the United States the foundation stock of the west was of Spanish origin, while that of the east was of English importation and contained much Thoroughbred blood. From a Thoroughbred base, three distinct American breeds developed: Standardbred, Morgan, and American Saddle-horse. In our Civil War, some animals of these improved breeds were used. In fact, the Confederate horsemen of Stuart, Forrest, Wheeler, and Morgan are credited with ability to raid around the Union armies on account of their superior horses. Confederate cavalymen were required to furnish their own horses; very few Thoroughbreds were used, the majority being gaited saddlers or hunters. Private ownership, which no doubt resulted in the horses receiving the best possible care, may account for the fact that horse wastage was much less in the Confederate than in the Union cavalry. Early in the War, the horses purchased by the Union army were of inferior quality. Better horses were available but were not purchased. Because of poor quality, shortage of forage, overwork, and inexperienced cavalymen, the losses were enormous. Sheridan while in the Shenandoah required 150 remounts per day.

The Union forces were generally short of horses. Whether this was due to horses not being available or to a shortage of purchasing funds and transportation is not clear; probably the latter. In February, 1865, the Union cavalry force consisted of 105,000 men for duty and about 78,000 serviceable horses. In the preceding year, 154,000 cavalry horses had been purchased and over 180,000 expended. This is an abnormally high wastage, and the cause can almost be stated in the one word starvation. Until near the end of the war, no organization existed for the rehabilitation or salvage of horses temporarily or permanently disabled.

One of the most remarkable cavalry marches of the Civil War was one made by General Morgan in July, 1862, when with about 3,900 horses, he covered 1,000 miles in 24 days. His troopers were mounted on horses of Kentucky, which were gaited saddle horses. On another raid, Morgan covered 94 miles in 35 hours.

In the Boer War, the English used over 175,000 horses in the Transvaal. These came from the United States, Argentina, Australia, and Hungary. Over 100,000 were purchased in the United States from the States of Wyoming, Montana, Idaho, Oregon and Texas, and were range horses, strong in the blood of the Mustang, the descendants of the Spanish horse first introduced in America. Of all remounts used by the British, these range horses were the most favourably reported. The Crillo, or Spanish horse of the Argentine Pampas, did not prove as suitable. Losses among the cavalry horses in the Boer War were very great, due to long shipment, hard work before being conditioned, lack of forage, change of climate, and diseases peculiar to Africa. Losses were nearly 50 per cent. These losses brought forcibly to the attention of the British the necessity for an adequate and well organized veterinary corps, and the World War found them with the best veterinary service of any nation.

A few years before the opening of the World War the horse population of the world was estimated at eighty millions, distributed as follows:—

Europe	...	...	...	...	40,000,000
Asia	...	...	...	...	11,000,000
Africa	...	...	...	...	1,250,000
United States	}	...	...	...	19,000,000
Canada					
Mexico					
Central and South America	...	...	...	...	6,000,000
Australia	...	...	...	...	2,000,000
European distribution in part as follows :—					
Russia	...	...	...	...	22,000,000
Germany	...	...	...	...	4,000,000
Austria-Hungary	...	...	...	...	4,000,000
France	...	...	...	...	2,900,000
Italy	...	...	...	...	742,000
Belgium	...	...	...	...	241,000
Spain	...	...	...	...	397,000
Turkey	...	...	...	...	300,000
Roumania	...	...	...	...	864,000
United Kingdom	...	...	...	...	3,600,000

This tabulation is given to show that the Allies had the command of the majority of the horses of the world, and that the Central Powers might soon expect a shortage of horses; however, it is doubtful if they ever experienced a shortage of cavalry-type horses. Germany, at the opening of the War, had eleven cavalry divisions, ten of these being on the Western front where cavalry was used only during the first few weeks of the War. The horse strength of the German cavalry was approximately 85,000. From what we have been able to learn, the German cavalry was well mounted and, during the advance through Belgium, and on Paris, followed by the retreat from the Marne, made many long and trying marches; that their horses suffered from overwork, and wastage was due more to this than battle casualties. However, in the very early stages in Belgium, when they employed mounted cavalry as shock troops against infantry in position, the number of horses killed or wounded was great. After the stabilization of the Western front and the capitulation of Russia in the East, the German

cavalry was reduced to four divisions and the horses of the disbanded cavalry divisions were put in artillery and transport, where they were sorely needed. Ludendorf said : " The losses were high and the import hardly worth mentioning. The finer breeds had proved their worth. The heavier breeds turned out to be unequal to the stress of war. The horses suffered from glanders and mange. We mastered the glanders but not the mange, and this latter did extensive mischief. The supplies were not always what they should have been." The end of the war found Germany distressingly short of horses. There were enough cavalry horses, but these had to be taken from the cavalry for other uses, where they were more urgently needed.

The French cavalry, at the beginning of the war, consisted of ten divisions. The three divisions forming Sordet's 1st Cavalry Corps suffered especially heavy losses in horse-flesh, due largely to long marches and poor animal management. Between the 5th of August and the 4th of September, 1914, Sordet's Corps marched 1,000 kilometres. By the end of October, the command had lost two-thirds of its horses due to over-riding and poor care. By 1918, the French cavalry had been reduced to six cavalry divisions and was, to a considerable extent, employed dismounted. French horses, like all horses of the war, were extensively infested with mange. France purchased many thousands of her cavalry horses in the United States and from Spain. Many of our American horses with part Standardbred blood were used by the French for riding purposes.

The British had three cavalry divisions on the Western front in the first part of the war. Their wastage was considerably less than those of any other nation. Their horses were practically all from the British Isles. On the Western front the British used in all classes of animals during the four and one-half years' war about three-fourths of a million animals. The total wastage for the same period was about one-fourth million. Figures covering cavalry alone are not available.

In his Palestine campaign from July, 1917, Allenby had a cavalry force of between three and four divisions and had an

average horse strength of 27,000. The following percentage of wastage covers the entire force and not the cavalry alone :—

Period.	Per cent., Wastage. (Died, Destroyed, Sold.)		
July to December, 1917	7.99
January to June, 1918	6.19
July to December, 1918	10.69

From one-third to one-half of the losses were due to wounds and injuries, the remainder to disease.

In the later stages of the campaign, the cavalry played its most prominent part, and of the 27,000 horses, the cavalry lost nearly 10,000 in the period from July to December, 1918, in which a rapid advance of nearly 400 miles was made. Lack of water and shortage of forage was an indirect cause of much of the horse wastage throughout the campaign, but considering the terrible conditions encountered, the loss is not excessive. In one instance, two divisions of the Desert Mounted Corps, while at continuous work, went for 72 hours without water; and in all units, periods of over 36 hours without water for the horses were not uncommon. In twelve days, three divisions of Allenby's cavalry marched over 200 miles, fought a few minor actions, captured 60,000 prisoners and much material. In 1917, the Anzac Mounted Division marched 65 miles in 24 hours and fought a determined action. Horses were saddled for 20 hours, and many went without water for 34 hours. These are but a few of many instances that might be given to show the hardships that Allenby's horses were daily subject to, and yet held a remarkable efficiency.

It is interesting to learn that 75 per cent. of Allenby's troop horses were mares, and that the horse which contained up to 50 per cent. of Thoroughbred blood proved the best. The small compact horse of 15 to 15.2 seemed to be the best for size. Old horses in good physical condition proved equal to the younger horses. A large part of Allenby's cavalry was mounted on Indian "country breds" by Thoroughbred and Arab sires on country stock. The Australian "Boulder" without any special

breeding was well represented, as were also the Indian half-breds and horses from the British Isles.

The British bought over 700,000 horses in Canada and the United States, but not over 20,000 of these were classed by the English as of the riding type. During the World War over a million horses were exported from the United States for war needs. Our own Government purchased over 61,000 riding horses in the United States and some 25,000 in Spain, in France, and from the British.

Russia had the largest cavalry force in the World War: 50 divisions, with over 200,000 cavalry horses. Austria had some ten divisions of cavalry, Roumania two, Bulgaria two, Belgium one, and Turkey some forty regiments and thousands of irregular Kurd and Arab horsemen. It is difficult to find any definite information concerning the horses of the cavalry forces listed above, but a mere recital of the number of organizations serve to show us the enormous number of horses that were employed.

Wastage of cavalry horses in war may be classified as preventable and unpreventable. Preventable losses in the World War were great, but lower than any other war ever waged. Much of this reduction may be attributed to the fact that all of the armies, for the first time in history, were equipped with organized veterinary services. Debility is the prime cause of wastage, and this is almost always due to shortage of food. This may be classed as a preventable cause, but at times the military necessity, the extreme difficulty of supply due to transport conditions or actual shortage, may make it an unpreventable cause. There is no gainsaying the fact that the bulk and weight of food necessary to sustain the horse properly offers, in our modern intensive form of warfare, a serious problem of transportation; but it is doubtful if there ever will be produced any form of mechanical device as generally efficient as the horse and requiring less supply. Wastage due to poor animal management is always preventable, but in large and quickly trained armies it becomes almost unpreventable. Disregard of the capabilities of the horse, such as seen in some cavalry early in

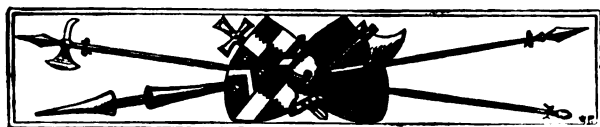
the war, without the full justification of military necessity, is of course senseless. If one analyses the cause of wastage, it is not infrequently found that ignorance of officers ordering out the cavalry has more to do with it than bad horsemanship in the cavalry. The unpreventable wastage is due largely to death and wounds caused by the activity of the enemy. With the wonderfully improved armament of the World War, we might reasonably have expected large battle losses of horses, but they were surprisingly low, particularly when the ends attained were considered. In Allenby's force far more horses died from disease and other injury than were killed in action or died from wounds received in battle.

We have now followed, in a rather superficial way and omitting many countries and many wars, the history of the cavalry horse from antiquity to the present time, and at this point we can only conjecture on the use of the cavalry horse in the war to come, or the part that cavalry will play in that war. The horse was first an animal of war, and it is inconceivable that war will ever be waged without him. War is a conflict between elements of flesh and blood, and inanimate armament is but a means by which it may be more successfully waged. The flesh and soul of man cleaves to things animate and from them draws courage and inspiration such as can never be supplied by things mechanical.

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THE COST OF WAR—THEN!

ARVINE relates that the Duke of Marlborough observing a soldier leaning pensively on the butt-end of his musket, just after victory had declared itself in favour of the British Arms at the Battle of Blenheim, accosted him thus: "Why so pensive, my friend, after so glorious a victory?" "It may be glorious," replied the brave fellow, "but I am thinking that all the human blood I have spilled this day has only earned me fourpence!"

N.M.S.

*OLD RECRUITING POSTERS**

I.

A Horse! a Horse! my Kingdom for a Horse!

Now my lads for the 14th Light Dragoons or the Duchess of York's Own. All you who are kicking your heels behind a solitary desk with too little wages, and a pinch-gut Master,—all you with too much wife, or are perplexed with obstinate and unfeeling parents, may apply to:—

Sergeant Hammond, Rose and Crown, Whitechapel.

You are quartered in the fertile County of Kent, where you have provisions remarkably cheap, luxurious living to the brave and ambitious mind, is but a secondary object, else thousands would repair to the Standard of the gallant 14th, could they obtain the honour of being received. Those of address and education are sure of preferment, your comforts in this Service surpass all clerks or mechanics, an hospitable table and capacious bowl of punch that will float or sink the little Corsican Chief.

N.B. Four Farriers are wanted, and a Master for the Band.

“God Save the King.”

*The dates of these posters are between 1803 and 1812.

II.

A Horse! a Horse! my Kingdom for a Horse!

The 14th Light Dragoons or Duchess of York's Own Regiment, Commanded by Lieut.-General John, Earl of Bridgewater.

Wanted a few young men of high character for this gallant Corps. You have the exclusive right of wearing the black or Imperial Eagle of Prussia; your horses are of matchless beauty; your Cloathing and accoutrements highly attractive, and smart young Britons inspired with military ardour, whose noble and warlike minds are repugnant to the control of unfeeling relatives and friends, have now the glorious prospect of speedy preferment, as two additional troops are to be raised.

Application to

Sergeant Hammond, Rose and Crown, Whitechapel, who belongs to this brave and invincible legion.

A liberal Bounty, and a plentiful bowl to drink His Majesty's health and the downfall of his enemies.

N.B. Smart young Irishmen taken.

"God Save the King."



CHARIOTS AND CHARIOT RACING

By PERCY CROSS STANDING

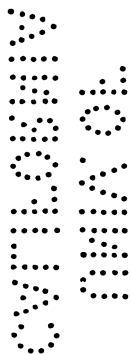
THE chariot finds mention in the Books of Genesis and Exodus, while according to Breasted's "History of Egypt," "the deft Egyptian craftsmen soon mastered the art of chariot-making, and the stables of the Pharaoh contained thousands of the best horses to be had in Asia." As a fact, these Egyptian chariots were the first wheeled vehicles of which we have definite information. We know, too, that Joseph had the honour of riding in King Pharaoh's second chariot. A rather valuable comparison has been made, in White's "Dictionary of the Bible," between the chariots of Egypt, Assyria, and the Hittites.

Of the former, it states that they were "of light and simple construction, the material employed being wood, as is proved by sculptures representing the manufacture of chariots. The axle was set far back, and the bottom of the car was sometimes formed of a frame interlaced with a network of thongs or ropes. The chariot was entirely open behind . . . The wheels had six spokes in the case of war-chariots, but in private vehicles sometimes only four. The number of horses to a chariot seems always to have been two; and in the car, which contained no seat, only rarely are more than two persons depicted except in triumphal processions. Assyrian chariots did not differ in any essential points from the Egyptian. They were, however, completely panelled at the sides and a shield was sometimes hung at the back. The wheels had six, or at a later period, eight spokes; the harness differs somewhat from the Egyptian. The Hittite chariots, as represented on Egyptian monuments, regularly contain three warriors. In construction they are plainer and more solid than the Egyptian, and the sides



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AVE CÆSAR



are not open. The chariots on Persian sculptures closely resemble the Assyrian."

As for Rome, it is stated that the celebrated Appian Way was sufficiently broad for two chariots to pass each other comfortably. The Roman war-chariot (*currus*) intimately resembled that of the Grecians; but more than two horses were utilised, "and it appears moreover that the *currus* was occasionally driven by four horses without either pole of yoke."* It is claimed for a Roman named Cæsarius—who must surely have been "the noblest Roman of them all"—that he drove a chariot from Antioch to Constantinople, more than *six hundred and sixty miles*, in six days! It is admitted that this feat of Cæsarius was rendered possible by the pitch of perfection to which the engineers of imperial Rome had brought the art of road-making.

We are told that King Solomon possessed no fewer than fourteen hundred chariots, and the King of Canaan nearly that number. Not hundreds, but thousands, of these vehicles were employed on a single battlefield,† as when Alexander the Great overthrew the host of King Porus on the banks of the Indus. Alexander was, indeed, one of the greatest exponents of the war and racing chariot. On his return from the conquest of Porus, his own splendid chariot was drawn by eight horses. His death-chariot, which carried the mortal remains of the conqueror from Babylon to Alexandria, "has never been excelled in the annals of coach-building." It was fifteen feet in length by twelve in width, and was drawn by no fewer than sixty-four mules, eight abreast.

Homer and Cicero make repeated references to the chariot. It was used by both sides during the siege of Troy, and sometimes the axles were embellished with formidable curving blades. Indeed, in the case of the ancient Britons—who employed a type of chariot (*essedum*) which was a surprise to the

* R. Straus, "Carriages and Coaches."

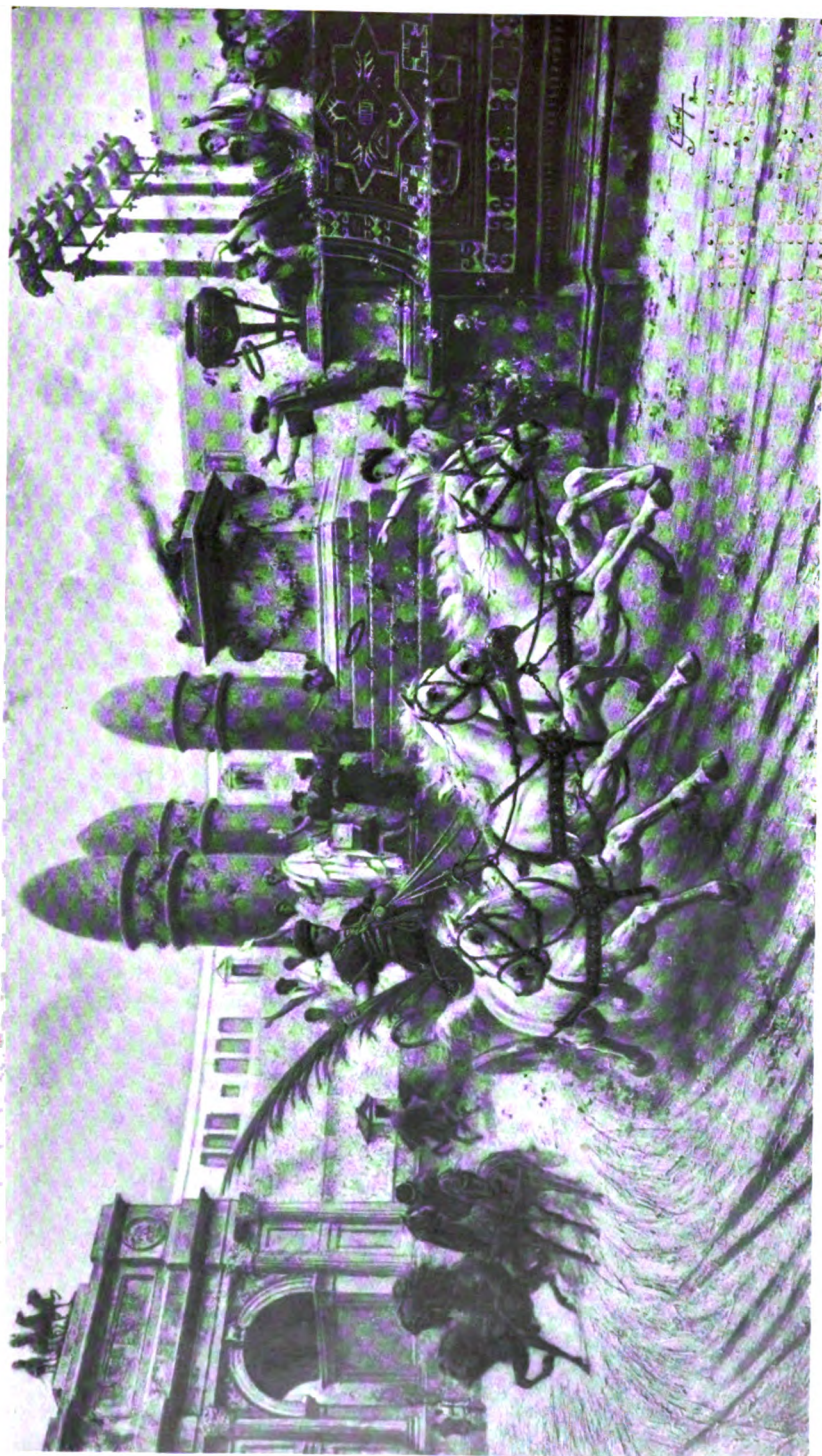
† In 854 B.C. the Assyrian Shalmaneser II defeated a Syrian army that included 2,000 chariots, and in another victory took 1,121 chariots and 470 "carriages."

Roman invader—these blades sometimes consisted of formidable scythes, which could and did cause great execution in battle. Cicero, in fact, writing from a distance, was so much impressed by what he heard of these that he requested a friend in Britain to bring him one as a present, adding that “there seemed to be very little worth bringing away from Britain except the chariots.”

Julius Cæsar, in fact, was himself so deeply impressed by the British war-chariot that he quickly introduced it into Rome. It was largely built for speed, and its wheels were designed to produce a particularly hideous sound in order to shake the enemy's nerve. Curiously, in Rome this *essedum* developed into a peaceful pleasure or travelling vehicle drawn by two horses. In Persia the war-carriages were furnished, like the British, with scythes, said to have been invented by Cyrus. Not always, however, were these so deadly scythes attached to the wheels or axles, since Livy, describing those of Antiochus, states that “round the pole were sharp-pointed spears which extended from the yoke of the two outside horses about fifteen feet ; with these they pierced everything in their way. On the end of the yoke were two scythes, one being placed horizontally, the other towards the ground. The first cut everything from the sides, the others catching those prostrate on the ground or trying to crawl under.” Writing rather more than a century ago, Sir R. K. Porter also refers to the Persians' “large chariot drawn by a magnificent pair of horses. The pole of the car passes behind the horses, projecting from the centre of the carriage, elevated rather above the line of the animals' heads. The wheel of the car is extremely light and tastefully put together.”*

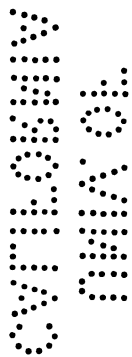
I had omitted to mention, when speaking of the enormous percentage of chariots often employed on one battle-front, that the Hittites were able to put 2,500 of them into the field against Rameses II. In the fifteenth century B.C., Thutmose III sallied out to fight and beat his enemies in a “glittering chariot of electrum,” and in the fourteenth century B.C., the Egyptians

* “Georgia, Persia and Ancient Babylon.”



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SALUT AU VAINQUEUR



captured nearly 1,000 chariots in signally defeating the Syrian army. The Hittite was generally bigger and heavier than the Egyptian type, and it carried three men instead of two.

It remains to speak of the Greek chariot. This was about seven feet in length, but so light withal that "a strong man" could lift it. One entered the car from the back, and the axle would be constructed of one of several kinds of wood, or iron, or (in special cases) of gold or silver. Thus, of Juno's car it is told that :

"The whirling wheels are to the chariot hung,
On the bright axle turns the bidden wheel
Of sounding brass : the polish'd axle steel.
Eight brazen spokes in radiant order flame ;
The circles gold, of uncorrupted frame,
Such as the Heavens produce ; and round the gold
Two brazen rings of work divine were roll'd.
The bossy waves of solid silver shone ;
Braces of gold suspend the moving throne."

Mention of Juno serves to remind that the Grecian ladies of her period were wont to "take the air" in a more peaceful type of chariot than the war-carriage, but nevertheless a chariot. Swift, writing in 1733, speaks of

"Jealous Juno, ever snarling,
Is drawn by peacocks in her berlin "

—and there was, of course, in the England of the seventeenth and eighteenth centuries, a revival of the word "chariot" to indicate a class of vehicle much favoured by the aristocracy of London in particular.

In Book VI of his "Paradise Lost," Milton has an eloquent passage in which he tells how

"Arms on armour clashing brayed
Horrible discord, and the madding wheels
Of brazen chariots raged ; dire was the noise
Of conflict."

It seems worth recalling here, too, how in 1881-83 that eminent archæologist, Dr. Petersen, unearthed a couple of four-wheeled

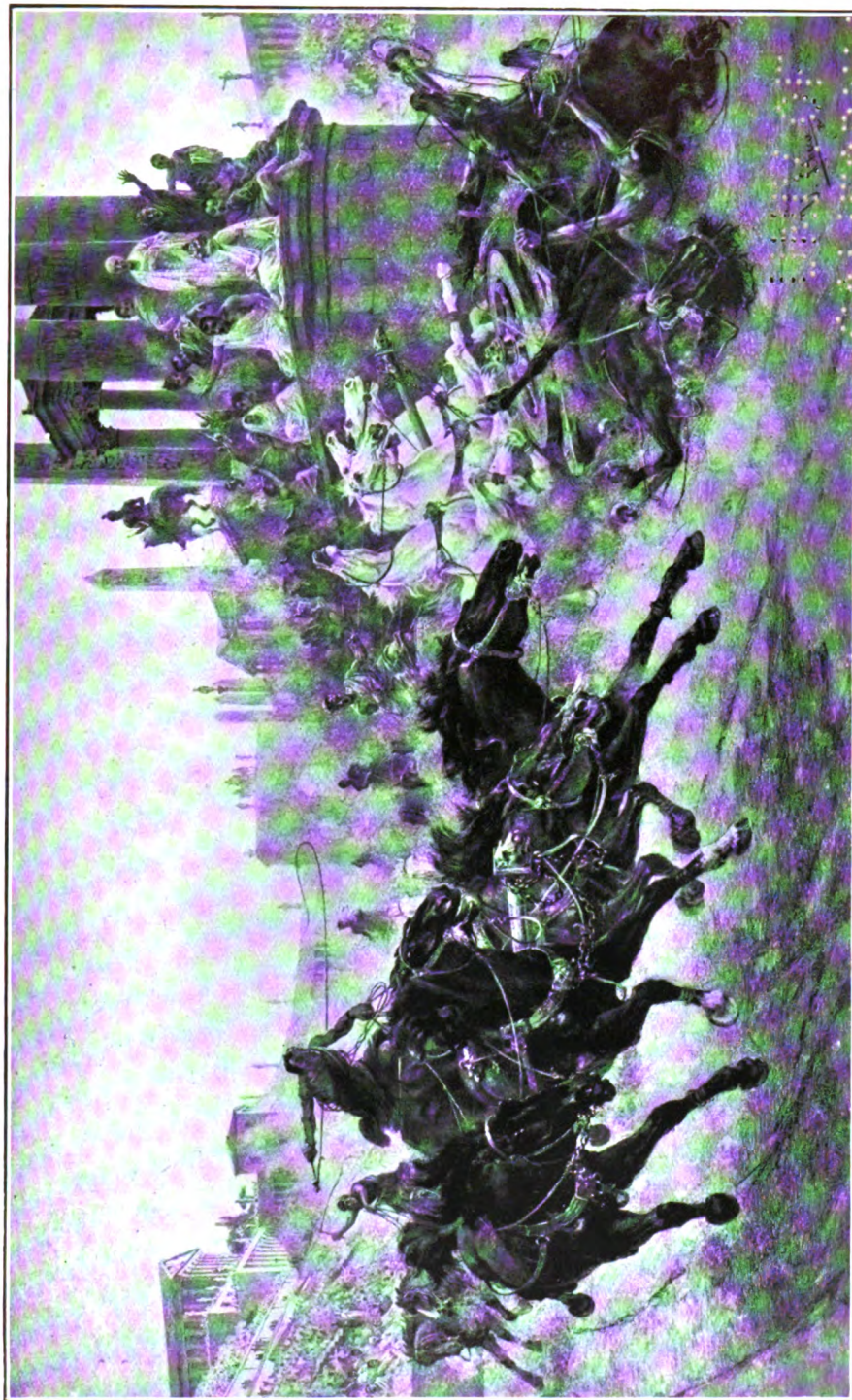
chariots (which he dated at least 100 B.C.), rich in bronze ornamentation, from a peat bog in Jutland.

In Alexander the Great's decisive victory of Arbela, B.C. 331, his opponent, Darius, made up his first line of chariots, with cavalry on the flanks. He opened the conflict with a chariot charge against the Greeks; but Alexander countered this fierce onslaught by placing his light troops in open order in front of his main battle-line. "The charge of war-chariots was met by the active light troops in the Macedonian front," says Mr. Hilliard Atteridge,* "shooting down horses and drivers or springing at the horses' heads and cutting the reins. The few that broke through the loose array of light troops turned from the levelled spears of the Macedonian ranks and went harmlessly down the lanes between the divisions." Again, in some of the ancient Indian poems, e.g., the "*Bhagavadgita*," the hero goes into battle with his charioteers beside him. For in the old time before us men learnt to harness and drive horses long before they ventured to ride them, and there was a period when to mount a horse was as great a venture as flying a 'plane in the early days of aircraft. Thus, in the "*Iliad*" of Homer, which we may roughly place as 1,000 B.C., the heroes never actually mount a horse though they have their chariots and teams of horses.

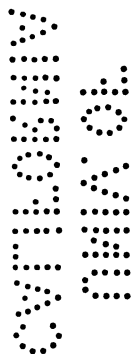
Just as the chariot was the first known form of carriage, so was chariot-racing the original authenticated form of horse-racing. In the "*Iliad*" occurs the first mention of chariot-races, and in the amphitheatres of old Greece and Rome this form of sport was in vogue hundreds of years before the Christian Era—thus giving the art of racing a "life" of at least 3,000 years. In the "*Georgics*" of Virgil we find: "Vainly pulling at the reins, the charioteer is borne along by the horses, nor does the chariot take heed of the curb." The circus of old Rome was practically duplicated in the hippodrome of old Greece, built to accommodate huge concourses of people.

It is a coincidence that, at the time of writing, the site of the celebrated Circus Maximus at Rome is being fully excavated

* "Famous Land Fights."



By permission of British Museum.



by the Italian Government. It must have been a tremendous structure. Dionysius claims for it a seating capacity of 150,000, Pliny puts it at 260,000, and another authority gives the enormous figure of 385,000. (The amphitheatre of Antioch, "the Queen of the East," could seat 200,000, and Constantinople boasted its vast arena down to the date of the Turkish conquest.) These vast racing circuses were open to the air. They were oblong in structure, with semi-circular ends and a central dividing wall decorated with statues and obelisks, and the racing was up and down on both sides of the *spina*, the backbone of the construction. Of all public spectacles in Rome, these circus displays were the only ones at which, among the audience, the sexes were not separated.

In his epic novel of "Ben Hur"—which alike as romance, stage-play and film has attained such a world-popularity—that distinguished soldier of the American Civil War, General Lew Wallace, envisaged a chariot-race which must stand first, I think, among such instances in modern fiction. The challenge was in these terms: "Messala of Rome, in wager with Sanballat, also of Rome, says he will beat Ben Hur, the Jew. Amount of wager, twenty talents. Odds to Sanballat, six to one."

The scene of action was the arena at Antioch, where Messala's four-horse chariot sets out to defeat that of the Jew. "In the fifth round the Sidonian succeeded in getting a place outside Ben Hur, but lost it directly. The sixth round was entered upon without change of relative position. . . . Certainly the good steeds were doing their best! How long could they keep the pace? It was but the commencement of the sixth round. On they dashed. As they neared the second goal, Ben Hur turned in behind the Roman's car." There were other competitors in the contest, and the author describes with tragic realism the end of that scene of barbaric splendour:

"The thousands on the benches saw the signal given—the magnificent response; the four close outside Messala's outer wheel; Ben Hur's inner wheel behind the other's car—all this they saw. Then they heard a crash loud enough to send a

thrill through the circus . . . Down on its right side toppled the bed of the Roman's chariot. There was a rebound as of the axle hitting the hard earth ; another and another ; then the car went to pieces, and Messala, entangled in the reins, pitched forward headlong. To increase the horror of the sight the Sidonian, who had the wall next behind, could not stop or turn out. Into the wreck full speed he drove ; then over the Roman and into the latter's four, all mad with fear. Presently out of the turmoil, the fighting of horses, the resound of blows, the murky cloud of dust and sand, he crawled in time to see the Corinthian and Byzantine go on down the course after Ben Hur, who had not been an instant delayed. The people arose, leaped upon the benches, shouted and screamed. Those who looked that way caught glimpses of Messala, now under the trampling of the fours, now under the abandoned cars. He was still, they thought him dead ; but far the greater number followed Ben Hur in his career. They had not seen the cunning touch of the reins by which, turning a little to the left, he caught Messala's wheel with the iron-shod point of his axle and crushed it ; but they had seen the transformation of the man, and felt the heat and glow of his spirit, the heroic resolution, the maddening energy of action with which he so suddenly inspired the Arabs. And such running ! It was rather the long leaping of lions in harness ; but for the lumbering chariot, it seemed the four were flying. When the Byzantine and Corinthian were half-way down the course, Ben Hur turned the first goal. *And the race was won !* "

The famed Circensian games were held annually at Rome, it is believed, from the time of Romulus himself, and consisted of chariot and horse-racing, athletic meetings, gladiatorial combats, fights with wild beasts, etc. At the time of Julius Cæsar—who introduced an improvement whereby the crowding spectators were less likely to be injured by the hoofs of the contending steeds—the Circus Maximus boasted one stadium 625 feet in width and three stadia 1,875 feet in width, with a depth around of 312 feet. As many as twenty-five chariot-races would take place in a day, the course being usually seven

circuits round the *spina* and the number of competing chariots four. The horses and carriages were kept in stalls* adjacent to the course, whence they emerged in stately array at a given signal.

The second circus in Rome was built by Flaminius. The Emperor Nero erected another Circus, on the Vatican Hill, and to-day its *spina* forms the foundation of the left main wall of St. Peter's at Rome. The car-manufacturers of that city built these racing chariots for speed and durability alone, sacrificing everything to those essential conditions. The most favoured horses were those imported from Spain, Sicily and Cappadocia.

In 1840, when the British Government surrendered the ashes of Napoleon the Great to be re-interred on French soil, a truly magnificent funeral chariot was constructed on old classic lines at Paris, wherein to convey them to the Church of the Invalides. This chariot has been described as the most sumptuous ever built, and it was drawn by sixteen black steeds yoked four abreast, caparisoned in cloth-of-gold and led by sixteen grooms clad in the Imperial livery. The car itself, twenty-five feet in length and six in height, was made in five parts—basement, pedestal, caryatides, shield and cenotaph. Groups of cherubs rose from the basement supporting an ornate and lofty pedestal draped with purple velvet, upon which stood fourteen life-size caryatides holding up a vast shield of solid gold. In its turn, this shield bore the cenotaph—a replica of the coffin—and the cenotaph carried the sceptre, the sword of justice, and the crown of the mighty dead. The summit of the whole fabric rose almost fifty feet from the ground.

* Stalls are first mentioned in 329 B.C.



*CAVALRY OPERATIONS IN THE ROUMANIAN
CAMPAIGN.*

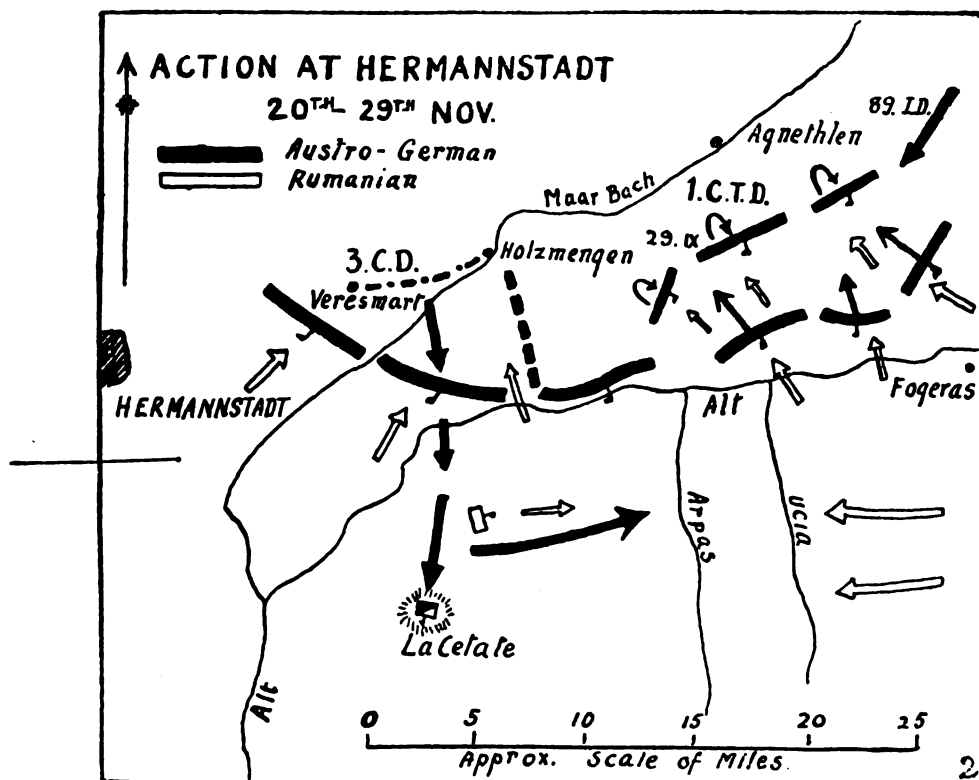
TRANSLATED BY PERMISSION, FROM MAJOR BRENKEN'S
"EMPLOYMENT OF CAVALRY."

BY H. C. W.

THE part which the German Cavalry played in the Roumanian Campaign provides an especially brilliant page in the history of the War. In September, 1916, the Roumanians had fallen back, almost without resistance of any kind, through the passes of the Eastern Carpathians and Transylvanian Alps towards Siebenbürgen; and preparations were now in hand for the encirclement on a very vast scale of the southern flank of the Austro-German Army. But at this crisis neither the Russians nor the Roumanians possessed any outstanding leader who could make effective use of the opportunity which seemed to offer. Much valuable time was lost and the Austro-German counter-offensive was successful. General von Falkenhayn, with the Ninth Army, fell upon the Roumanian First Army lying at Hermannstadt, and both prior to and during this action Schmettow's Cavalry Corps, with the 3rd Cavalry Division and the 1st Austrian Cavalry Division, covered the left flank of the Ninth Army—in a very extended position between Hermannstadt and Fogaras, against the Second Roumanian Army, whereby any offensive by the Second Roumanian Army or any junction of the First and Second Roumanian Armies was prevented. (Map 2.) The Roumanians did indeed attack both the Austro-German Cavalry Divisions, and as they succeeded in out-flanking the left of the latter, Schmettow was forced to withdraw his left to a position between Veresmart and Holzmengen.

From this position Schmettow moved forward at the commencement of the attack by the Ninth Army, but towards the River Alt, advancing a few of his squadrons to the southern bank, so as to prepare for the outflanking of the First Roumanian Army. The hill known as La Cetate was occupied, and from this it was possible to bring under machine gun fire the tracks leading thence into the mountains. But the Roumanian attacks against

MAP No. 2



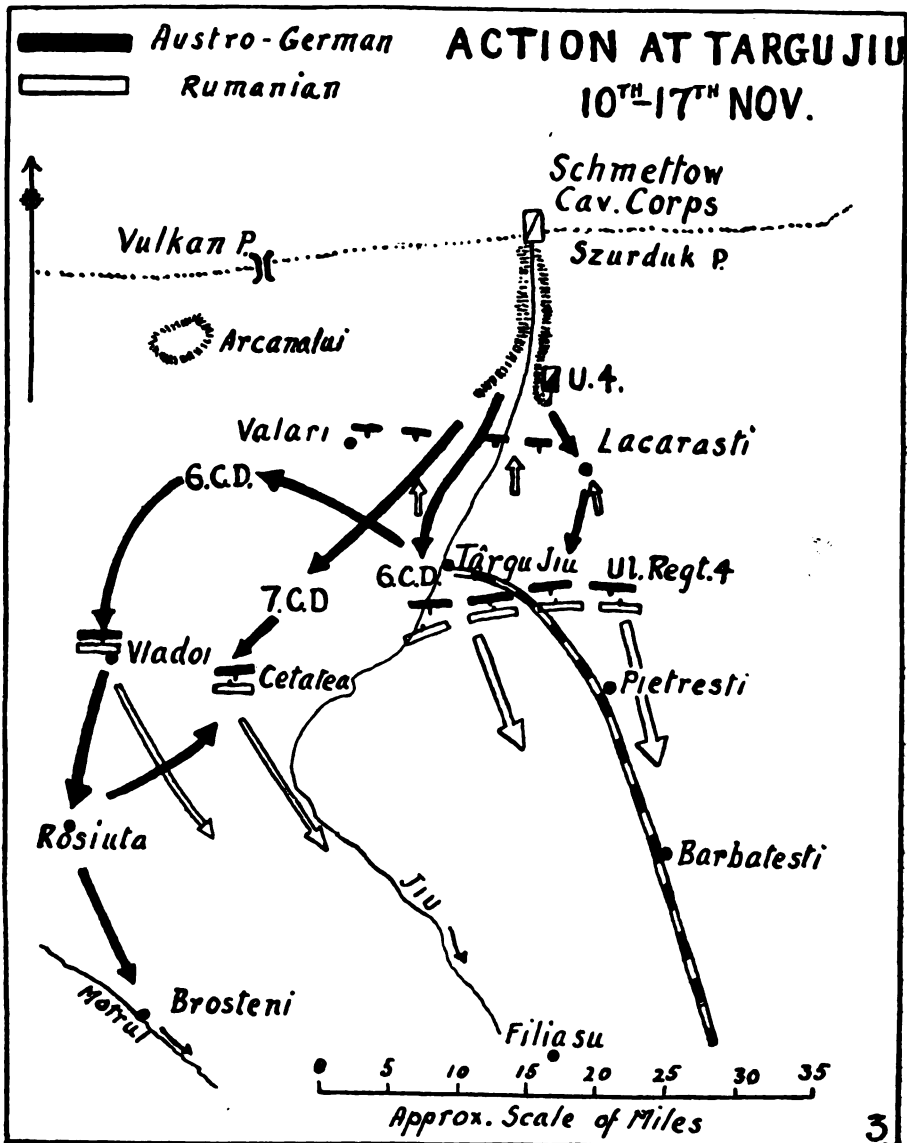
Schmettow's left grew heavier and more numerous, though the advance of the Roumanian Cavalry, made from an easterly direction, was held up. The crisis, however, became really acute when the Austrian Cavalry Division fell back before an attack made against its left, and withdrew to the high ground south of Agnethlen. A very serious gap thus arose between the Cavalry Corps and the First Austrian Army to the north of it:

and the situation was only relieved by placing the 89th German Infantry Division at the disposal of the First Austrian Army, when the enemy was thrown back.

Having thus defeated the First Roumanian Army, Falkenhayn now turned against the Second Roumanian Army about Fogaras. It was at first intended that the German Cavalry should cover and protect this offensive; but the repeated attacks made by the Roumanians on the left flank obliged the cavalry to be otherwise employed, and the roads followed were found to be so bad that the mounted men were unable materially to co-operate in the battle of Kronstadt. It was now proposed to employ the cavalry against the Roumanian left, which had given way before the attacks by the First Austrian Army, but the country was so hilly and so very difficult that the cavalry was able to effect but little. Schmettow's Cavalry Corps was now broken up, and on the 27th October that officer took over the command of a new Cavalry Corps then being raised at the Szurduk Pass.

Siebenbürgen having been conquered, it was then decided to cross the mountains to the invasion of Roumania. The Kneusel Group, consisting of the 11th Bavarian, the 301st German Infantry Division and the 6th Cavalry Division, were to capture the enemy positions on the Szurduk and Vulkan passes, force the passage through the mountains, and, with the 6th Cavalry Division, open the road down into the low country. (Map 3.) But the troops employed were not equal to the mission asked of them. The infantry divisions did succeed in forcing the passes, and the cavalry division, which was in no way equipped for such work, did manage, under very serious difficulties, to effect a crossing at Arcanului. But when over the passes the Roumanians moved forward two infantry divisions in counter attack, and the whole German force was driven back across the mountains, the 7th Cavalry Division which had come up, being also involved in the retreat. The whole force, and particularly the cavalry, suffered very serious loss; very heavy storms of rain were experienced, the mountain tracks became almost impassable, and the greater part of the guns, machine-guns and

MAP No. 3



wagons had to be left behind in the mud or overturned into the ravines and down the precipices.

For this ill-success the cavalry can in no way be held to blame; it was not equipped for mountain warfare, it was not supplied with pack animals, it had no mountain guns, and yet

the cavalry did all that could be expected of it. The road to the German rearward communications lay open to the Roumanians, and yet they did not avail themselves of an exceptional opportunity. The German troops were for days without regular rations, they were wearied out by the incessant rain and the great exertions demanded of them, and many of them were without boots to their feet.

Despite, however, this want of success, on the German side preparations were at once made for a fresh effort to advance beyond the mountain range. Lieut-General Kühne with five divisions was to open a passage through or over the range of hills on either side of the Szurduk Pass, somewhere in the neighbourhood of Targu-Jiu, while the Cavalry Corps, which had been re-equipped and was now under General von Schmettow, was to assist in the entry into the hilly country. On the 13th November the infantry reached the line Valari-Lacarasti, while the 4th Uhlans were already pushed forward to the southern exit from the passes, ready to advance on the left flank, carry out reconnaissance work and engage in railway demolition. The orders for the Cavalry Corps were to move resolutely in the direction of Filiasu and get on the enemy's line of retreat; the 7th Cavalry Division was to advance to the west, the 6th to the east of Targu-Jiu. General Falkenhayn gave special directions to the Cavalry Corps that it was not to take part in the general frontal attacks, but was to be ever moving round seeking the enemy's flanks. As it happened, however, the 6th Cavalry Division did not succeed in accomplishing all that was expected of it, for south of Targu-Jiu it came upon very strong enemy bodies, suffered heavily and had to be withdrawn. The 7th Cavalry Division, on the other hand, moving towards Vladoi succeeded in forcing the enemy to fall back by Rosiuta to Brosteni in the Motrul Valley. By calling for assistance to Roumanian troops at Cetatea the opposition of the 7th Cavalry Division could in a measure be overcome, but the whole of the enemy troops to the west—the so-called Orsowa Group—were completely cut off, and part of the Cavalry Corps was now turned against these, while the bulk of the Corps moved on Craiova and

reconnoitred towards the Alt River. (See Map 1.) The enemy now gave way in all directions, hotly pursued, and on the 21st the advanced guard of the 6th Cavalry Division had arrived at Craiova. A great success had been achieved. The Infantry Divisions were so close up that the cavalry had to press forward without pause, moving on to the River Alt, which seemed to offer itself as the obvious point where the Roumanians would now make a stand. Rittmeister von Plötz, at the head of the 5th Squadron 9th Uhlans, succeeded in capturing the bridge over the Alt at Stoenesti. The possession of this bridge proved to be of the greatest imaginable value to the 54th Army Corps, now reinforced. The enemy counter-attacks had no success; the 7th Cavalry Division followed the 6th over the river and turned north in the direction of Slatina, where the enemy were inclined to make a stand; but realizing that any further resistance was hopeless, the Roumanians retired still further on the 7th Cavalry Division reaching Tampenii, and so the line of the Alt River was won. The cavalry had done quite admirable work in front of its following infantry, had saved it bitter fighting for possession of the river crossings, and had also frustrated any check in the advance, which might well have had a serious effect on the whole operation. The Kühne Group now went boldly forward to the Arges, which was the final place where any real stand might be made this side of Bucharest. On the night of the 26th November the 6th Cavalry Division was at Rosieri de Vede, which town was captured after heavy fighting, and at the same time communication was established with von der Goltz's Cavalry Division of Mackensen's Army. The 5th Squadron of the Queen's Cuirassiers under Rittmeister von Borke, which was moving well in front, had the good fortune, with five and twenty men, to take prisoners 65 officers and 3,000 men, as also to capture three batteries and two machine-gun detachments! The 6th Cavalry Division was now engaged in fresh action about Teleorman, and then, reinforced by the 7th Cavalry Division and helped by the advance of the 11th Bavarian Infantry Division, it was able to make a further advance, after which the Cavalry Corps was stationed on the Arges beyond Malu-Spant.

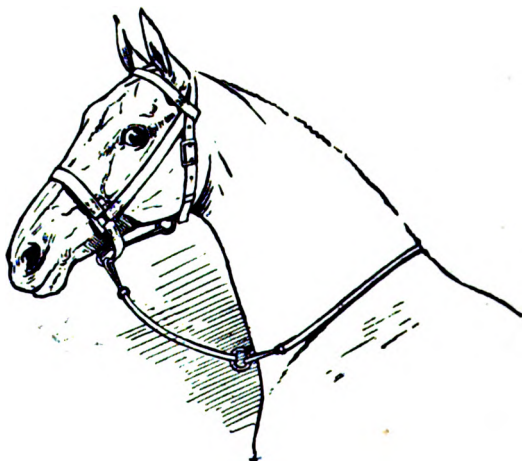
While the above operations were in progress Mackensen's Army had passed the Danube at Swistow and was moving against Bucharest. This was the moment for which the Roumanians had been waiting, for, similarly to the French on the Marne, they hoped by a counter-offensive to repair their ill-success and to snatch a victory, and they now flung the whole of their forces on the left flank of the army of the Danube, which was placed in a position of very real danger. The Roumanians, however, had remained in total ignorance of the proximity of Schmettow's Cavalry Corps, and of the advance in rear of this of the five infantry divisions of the Kühne Group; they imagined that these reinforcements were very much further to the north, and hoped to be able to deal separately with the Danube Army and the Ninth Army. Schmettow's Cavalry had concealed the advance of the infantry divisions in a wholly admirable manner, and these now fell upon the right flank and rear of that part of the Roumanian Army which was to the south of Bucharest. The 7th Cavalry Division advanced on Malu-Spant, captured the two bridges over the Arges, occupied the bridge-head, and beat back all the attacks of the Roumanian Army, then also engaged with the Danube Army. The 6th Cavalry Division now advanced on Mihalesci, where the 11th Bavarian Division took up the pursuit, for at the Arges a brilliant victory had been secured, thanks to the intervention of the Kühne Group. The pursuit was now everywhere pressed, the next objective being Bucharest, where many thousands of Roumanians were wandering aimlessly among the forts. On the evening of the 5th December a detachment from the 6th Cavalry Division possessed itself, without any serious opposition, of one of the north-western forts; on the following morning the whole line of forts was occupied and Bucharest surrendered. But notwithstanding this success there was to be no pause in the operations, for the cavalry was now to be sent round the city and advance south-east in order to prevent the retreat of the largest number possible of the enemy; and the 2nd Cavalry Division of the Ninth Army was consequently pushed rapidly forward, another Cavalry Brigade doing the same on the left.

But very heavy rain and bad roads hindered the Cavalry advance, and they did not come up with the Roumanians before they had reached comparative safety at Fundulea. The direction of the march of the Cavalry was then changed to Urziceni on the Jalamita River. This district was found to be occupied by the enemy, the Infantry was brought up to clear it, and the Cavalry having crossed the river by a temporary bridge, advanced on Pogoanele. Reconnoitring parties now reported Russian troops in front, and these fell very slowly back to a previously prepared and fortified position, stretching from the mountains to the Danube, the enemy's movements being greatly aided and concealed by thick fog.

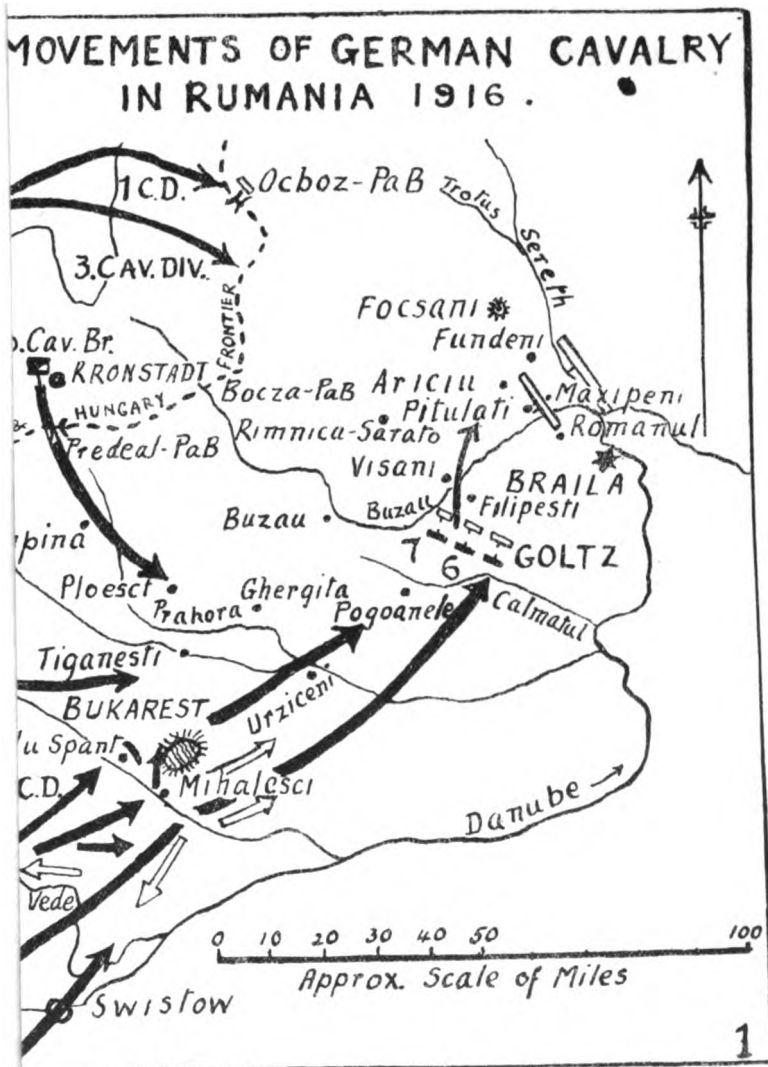
Following fast in rear, the Cavalry crossed the Calmatul about Filipesti, north of which the enemy in position caused the Cavalry to halt; but the Cavalry pursuit had by this effected its purpose, and the Cavalry Corps was drawn back behind the infantry, while the Ninth Army occupied the battle front. The enemy was overcome after an action which endured for six days, the Cavalry then taking up the pursuit towards Visani. The Buzau River was crossed on the 28th December, the Russians then making a fresh stand in the lake country; but in order to prevent them holding the Sereth District, the Cavalry vigorously attacked. The Russians thereupon evacuated their very well selected positions, but occupying a bridge-head on the Sereth, made a night attack and forced the Cavalry to give up the country they had occupied. The 115th Infantry Division was now sent forward, and on the 5th January began the battle which was to carry the German armies forward to the Sereth River. The Danube Army advanced on the east bank of the Buzau, the Ninth Army on the west. By this the Cavalry Corps, assisted by the 115th Infantry Division, had regained possession of the country which had been lost, and was then recalled to the rear; but when on the 6th January a Russian counter-attack drove in part of the German front the Cavalry was once again brought to the front.

With the final occupation of the line of the Sereth the work of the Cavalry in the Roumanian campaign came to an end.

Under very great difficulties the Cavalry had in every way done its duty and carried out all that was asked of it. During the whole course of the operations it had been employed in very important duties; and, especially by its sudden intervention on the Alt River, it had prevented any delay in carrying through the work in which the main army was engaged; while the Danube Army was not only immensely assisted by its covering work, but it was enabled thereby to deliver the heavy blow against the enemy's flank and rear, whereby he was practically destroyed. Thus the Roumanian campaign will remain for all time as a very brilliant example of the correct employment of Cavalry bodies, while it has again placed in the clearest possible light the real value of Army Cavalry.



No. 1



WATERLOO REMINISCENCES.

By COLONEL F. H. D. C. WHITMORE, C.M.G., D.S.O.,
T.D., D.L.

As is the case with the Great War, so it is with all previous wars, that episodes are always interesting. Reminiscences and recollections of those who actually took part in engagements are never out of place in the CAVALRY JOURNAL.

There seems to be no end to such recollections relating to the Battle of Waterloo and to the engagements which led up to that great event.

To those of us who have visited the battlefield, reminiscences such as those of Captain Gronow, which appear in this article, are of the utmost interest. The size of the battlefield being so absurdly small that it is possible to visualize every detail as described by him and others who took part in the battle.

There is no doubt that, in years to come, both reminiscences and recollections of many who served in the Great War of 1914-18 will continually be published and read with the same interest.

It appears that Captain Gronow was over anxious to show that Infantry officers understood their business better than the Cavalry officers. He places great value on the opinion of Marshal Excelmann as to the efficiency of the British Cavalry officer of that time. Since Marshal Excelmann's day, however, many battles have been fought and won, and I have little doubt that were he to give his opinion now he would have something to add to the two only qualifications which he allowed them—"dash and sitting well in their saddles."

It appears that Captain Gronow after leaving Eton received a commission in the First Guards (Grenadiers) in 1812, and he went out to the Peninsular in 1813. His own description of

his military knowledge at the time is as follows:—"We were so defective in our drill even after we had passed out of the hands of the sergeant that the excellence of our non-commissioned officers alone prevented us from meeting with the most fatal disasters in the face of the enemy."

The extracts which follow were given to me by Brigadier-General Richard Beale Colvin. They are from a book published many years ago by J. C. Mimmo, whose copyrights were purchased by Messrs. George Routledge & Sons, Broadway House, Carter Lane, and it is through their kindness that we are able to reproduce these reminiscences.

EXTRACT FROM THE REMINISCENCES AND RECOLLECTIONS OF
CAPTAIN GRONOW. 1810-1860. VOL. 1.

General appearance of the field of Waterloo.

The day on which the Battle of Waterloo was fought seemed to have been chosen by some providential accident for which human wisdom is unable to account. On the morning of the 18th the sun shone most gloriously, and so clear was the atmosphere that we could see the long, imposing lines of the enemy most distinctly. Immediately in front of the Division to which I belonged, and, I should imagine, about half a mile from us, were posted cavalry and artillery; and to the right and left the French had already engaged us, attacking Huguemont and La Haye Sainte. We heard incessantly the measured boom of artillery, accompanied by the incessant rattling echoes of musketry.

The whole of the British Infantry not actually engaged were at that time formed into squares, and as you looked along our lines it seemed as if we formed a continuous wall of human beings. I recollect distinctly being able to see Bonaparte and his Staff, and some of my brother officers using the glass, exclaimed, "There he is on his white horse." I should not forget to state that when the enemy's artillery began to play on us, we had orders to lie down—we could hear the shot and shell whistling around us, killing and wounding great numbers—then again we were ordered on our knees to receive cavalry. The

French artillery, which consisted of 300 guns—we did not muster more than half that number—committed terrible havoc during the early part of the battle, whilst we were acting on the defensive.

The Duke of Wellington in our square.

About 4 p.m. the enemy's artillery in front of us ceased firing all of a sudden, and we saw large masses of cavalry advance : not a man present who survived could have forgotten in after life the awful grandeur of that charge. You perceived at a distance what appeared to be an overwhelming, long moving line which, ever advancing, glittered like a stormy wave of the sea when it catches the sunlight. On came the mounted host until they got near enough, whilst the very earth seemed to vibrate beneath their thundering tramp.

One might suppose that nothing could have resisted the shock of this terrible moving mass. They were the famous Cuirassiers, almost all old soldiers, who had distinguished themselves on most of the battlefields of Europe. In an almost incredibly short period they were within 20 yards of us, shouting "Vive l'Empereur!" The word of command, "Prepare to receive cavalry," had been given; every man in the front ranks knelt, and a wall bristling with steel, held together by steady hands presented itself to the infuriated Cuirassiers.

I should observe that just before this charge the Duke entered by one of the angles of the square, accompanied only by his aide-de-camp, all the rest of his Staff being either killed or wounded. Our Commander-in-Chief, as far as I could judge, appeared perfectly composed, but looked very thoughtful and pale. He was dressed in a grey greatcoat with a cape, white cravat, leather pantaloons, Hessian boots and a large cocked hat à la Russe.

The charge of the French cavalry was gallantly executed, but our well-directed fire brought men and horses down, and ere long the utmost confusion arose in their ranks. The officers were exceedingly brave, and by their gestures and fearless bearing did all in their power to encourage their men to form again and renew the attack. The Duke sat unmoved, mounted

on his favourite charger. I recollect his asking Colonel Stanhope what o'clock it was, upon which Stanhope took out his watch and said it was twenty minutes past four. The Duke replied, "The battle is mine, and if the Prussians arrive soon there will be an end of the war."

The French Cavalry charging the Brunswickers.

Soon after the Cuirassiers had retired we observed to our right the Red Hussars of the Garde Imperiale charging a square of Brunswick riflemen, who were about 50 yards from us. This charge was brilliantly executed, but the well-sustained fire from the square baffled the enemy, who were obliged to retire after suffering a severe loss in killed and wounded. The ground was completely covered with those brave men, who lay in various positions, mutilated in every conceivable way. Among the fallen we perceived the gallant Colonel of the Hussars lying under his horse which had been killed. All of a sudden two riflemen of the Brunswickers left their Battalion, and after taking from their helpless victim his purse, watch, and other articles of value, they deliberately put the Colonel's pistols to the poor fellow's head and blew out his brains. "Shame! shame!" was heard from our ranks, and a feeling of indignation ran through the whole line; but the deed was done: this brave soldier lay a lifeless corpse in sight of his cruel foes, whose only excuse perhaps was that their Sovereign, the Duke of Brunswick, had been killed two days before by the French.

Again and again various cavalry regiments—Heavy Dragoons, Lancers, Hussars, Carabineers of the Guard, endeavoured to break our walls of steel. The enemy's cavalry had to advance over ground which was so heavy they could not reach us except at a trot; they therefore came upon us in a much more compact mass than they probably would have done if the ground had been more favourable. When they got within ten or fifteen yards they discharged their carbines, to the cry of "Vive l'Empereur!" but their fire produced little effect as is generally the case with the fire of cavalry. Our men had orders not to fire unless they could do so on a near mass; the object being to economise our ammunition and not to waste it on

scattered soldiers. The result was that when the cavalry had discharged their carbines, and were still far off, we occasionally stood face to face, looking at each other inactive, not knowing what the next move might be.

The Lancers were particularly troublesome, and approached us with the utmost daring. On one occasion I remember the enemy's artillery having made a gap in the square, the Lancers were evidently waiting to avail themselves of it to rush among us, when Colonel Staples, at once observing their intention, with the utmost promptness filled up the gap, and thus again completed our impregnable steel wall; but in this act he fell mortally wounded. The cavalry seeing this, made no attempt to carry out their original intentions, and observing that we had entirely regained our square, confined themselves to hovering around us. I must not forget to mention that the Lancers in particular never failed to despatch our wounded whenever they had an opportunity of doing so.

When we received cavalry the order was to fire low, so that on the first discharge of musketry the ground was strewn with the fallen horses and their riders, which impeded the advance of those behind them, and broke the shock of the charge. It was pitiable to witness the agony of the poor horses, which really seemed conscious of the dangers that surrounded them: we often saw a poor wounded animal raise its head, as if looking for its rider to afford him aid. There is nothing perhaps amongst the episodes of a great battle more striking than the debris of a cavalry charge, where men and horses are seen scattered and wounded on the ground in every variety of painful attitude. Many a time the heart sickened at the moaning tones of agony which came from man and scarcely less intelligent horse as they lay in fearful agony upon the field of battle.

* * * * *

The unfortunate charge of the Household Brigade.

When Lord Uxbridge gave orders to Sir W. Ponsonby and Lord Edward Somerset to charge the enemy, our cavalry advanced with the greatest bravery, cut through everything in

their way, and gallantly attacked whole regiments of infantry; but eventually they came upon a masked battery of twenty guns which carried death and destruction through our ranks, and our poor fellows were obliged to give way. The French cavalry followed on their retreat when perhaps the severest hand-to-hand cavalry fighting took place within the memory of man. The Duke of Wellington was perfectly furious that this arm had been engaged without his orders, and lost not a moment in sending them to the rear, where they remained during the rest of the day. This disaster gave the French cavalry an opportunity of annoying and insulting us, and compelled the artillerymen to seek shelter in our squares; and if the French had been provided with tackle or harness of any description our guns would have been taken. It is therefore not to be wondered at that the Duke should have expressed himself in no measured terms about the cavalry movements referred to. I recollect when his Grace was in our square, our soldiers were so mortified at seeing the French deliberately walking their horses between our regiment and those regiments to our right and left that they shouted: "Where are our cavalry? Why don't they come and pitch into those French fellows?"

The Duke of Wellington's opinion of the English Cavalry.

A day or two after our arrival in Paris from Waterloo, Colonel Felton Hervey having entered the dining-room with the despatches which had come from London, the Duke asked, "What news have you, Hervey?" upon which Colonel Hervey answered, "I observe by the *Gazette* that the Prince Regent has made himself Captain-General of the Life Guards and Blues for their brilliant conduct at Waterloo." "Ah!" replied the Duke, "His Royal Highness is our Sovereign and can do what he pleases, but this I will say, the cavalry of other European armies have won victories for their Generals, and mine have invariably got me into scrapes. It is true that they have always fought gallantly and bravely and have generally got themselves out of their difficulties by sheer pluck."

The justice of this observation has since been confirmed by the charge at Balaclava, where our cavalry undauntedly rushed

into the face of death under the command of that intrepid officer Lord Cardigan.

Marshal Excelmann's opinion of the British Cavalry.

Experience has taught me that there is nothing more valuable than the opinions of intelligent foreigners on the military and naval excellencies and the failures of our united services. Marshal Excelmann's opinion about the British cavalry struck me as remarkably instructive: he used to say "Your horses are the finest in the world and your men ride better than any continental soldiers; with such materials the English cavalry ought to have done more than has ever been accomplished by them on the field of battle. The great deficiency is in your officers, who have nothing to recommend them but their dash and sitting well in their saddles; indeed, as far as my experience goes, your English Generals have never understood the use of cavalry; they have undoubtedly frequently misapplied that important arm of a grand army, and have never, up to the battle of Waterloo, employed the mounted soldier at the proper time and in the proper place. The British cavalry officer seems to be impressed with the conviction that he can dash and ride over everything, as if the art of war were precisely the same as that of fox-hunting. I need not remind you of the charge of your two heavy Brigades at Waterloo; this charge was utterly useless, and all the world knows they came upon a masked battery, which obliged a retreat, and entirely disconcerted Wellington's plans during the rest of the day."

"Permit me," he added, "to point out a gross error as regards the dress of your cavalry. I have seen prisoners so tightly habited that it was impossible for them to use their sabres with facility."

The French Marshal concluded by observing, "I should wish nothing better than such material as your men and horses are made of; since with Generals who wield cavalry, and officers who are thoroughly acquainted with that duty in the field, I do not hesitate to say I might gain a battle."

Such was the opinion of a man of cool judgment, and one of the most experienced cavalry officers of the day.

The foregoing recollections of Captain Gronow are most illustrative and full of interest. One wonders, however, whether he is justified in attributing the words he used as a true statement of the Duke of Wellington to Colonel Felton Hervey when the latter informed the Duke that the Prince Regent had made himself Captain-General of the Life Guards and Blues for their brilliant conduct at Waterloo.

It is quite conceivable that the Duke may have made some reference to the action of Lieut.-General the Earl of Uxbridge, because there appears to be little doubt that he was in fact displeased with him for using his cavalry without his orders. This is proved by the fact that there is no mention of Lord Uxbridge in the list of officers submitted by the Duke of Wellington for the Prince Regent's approbation, whereas both Major-General Lord E. Somerset and Major-General Sir W. Ponsonby are mentioned.

A reference only to Lord Uxbridge is made in the despatches touching on the events on the 17th during the retirement from Quatre Bras. It reads as follows :—

“The enemy made no effort to pursue Marshal Blucher. On the contrary, a patrol which I sent to Sombref in the morning, found all quiet, and the enemy's videttes fell back as the patrol advanced. Neither did he attempt to molest our march to the rear, although made in the middle of the day, excepting by following, with a large body of cavalry brought from his right, the cavalry under the Earl of Uxbridge.

“This gave Lord Uxbridge an opportunity of charging them with the Life Guards, upon their debouche from the village of Gemappe, upon which occasion his Lordship has declared himself to be well satisfied with that regiment.”

On the other hand, in the same despatch, the Duke mentions in the most eulogistic terms his admiration for the work of the cavalry under Lord E. Somerset and Sir W. Ponsonby on that eventful day, and it seems impossible to reconcile the wording of his despatch with the statement of Captain Gronow.

The despatch reads :—

“The enemy repeatedly charged our infantry with his

cavalry, but these attacks were uniformly unsuccessful, and they afforded opportunities to our cavalry to charge, in one of which, Lord E. Somerset's Brigade, consisting of the Life Guards, Royal Horse Guards and First Dragoon Guards, highly distinguished themselves; as did that of Major-General Sir W. Ponsonby, having taken many prisoners and an eagle."

It seems pretty obvious that it was on account of this statement in the Duke of Wellington's despatch that the Prince Regent made himself Captain-General of the Life Guards and Blues.

We have always been taught that the Lieut.-General the Earl of Uxbridge was an extraordinary brave man, but there can be little doubt that his bravery carried him along the road to indiscretion. The incidence for his being mentioned in the Duke's despatches referring to the retirements from Quatre Bras on the 17th is described thus in "Interesting Anecdotes," Vol. 2, Kelly's Wars:—

" LORD UXBRIDGE.

" When the British Army was retreating on the 17th, to keep up its correspondence with the Prussians under Marshal Blucher, that had been worsted by Buonaparte, Lord Uxbridge (now Marquis of Anglesea) was in rear of the last troop of cavalry; when, looking behind him, he saw a French Corps formed across the road to charge. He immediately turned round, and galloped back towards the enemy, waving his hat to his troops who had advanced some way on their retreat and were a considerable distance from him. Major Kelly, of the Horse Guards, was the first person who joined his Lordship, and these two heroes remained alone for about a minute in the front of the French, who seemed overwhelmed with astonishment at the gallantry which they witnessed.

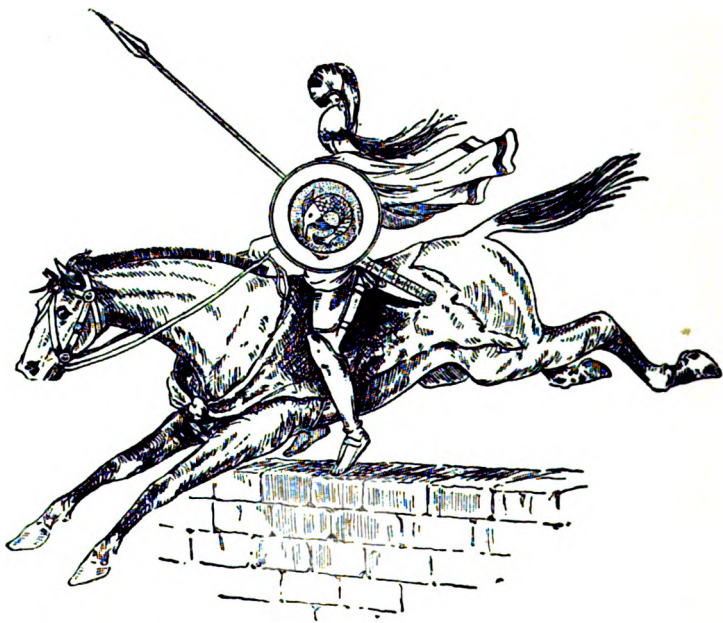
' The regiment soon came up and dashed amongst the enemy, who were completely overthrown.

" It is said that his Lordship was at one time so near Buonaparte that he would have taken him prisoner had not a cannon ball taken off his leg at that instant."

It will be observed that the last paragraph above was obviously inserted in the wrong place.

Lord Uxbridge was wounded on the 18th, not on the 17th, right at the end of the memorable engagement. The occasion is mentioned in the Duke's despatch as follows:—

“The Earl of Uxbridge, after having successfully got through this arduous day, received a wound, by almost the last shot fired, which will, I am afraid, deprive His Majesty for some time of his service.”



THE HORSE IN GAS WARFARE.

By COL. J. J. AITKEN, A.V.S.

HORSE and mule casualties during the 1914-18 European War due to, or rather recognized and recorded as due to, "gas" were so few in proportion to total wound casualties that only three short references are made to Gas Warfare in the whole of the 700 pages that go to compile "The Official History of the War, Veterinary Services Section."

One is a brief paragraph (page 365) simply indicating that risks from mustard gas were considered during the campaign in Italy and a pamphlet drawn up giving precautionary and first-aid measures.

The second is a statistical reference (page 539) from which we learn that the highest percentage of gas casualties to total wound casualties during any one series of operation was under 4 per cent., while the average gas to total wound casualties throughout the war in France appears to have been less than 2 per cent. The collection of anything like accurate statistics on active service, of course, is impossible, nevertheless one may safely assume that the record of the percentage of any one type of casualty to the total is fairly accurate and accept those of gas casualties as stated above.

The third reference (page 674) consists of brief extracts from the war diaries of the Director of Veterinary Services, British Expeditionary Force, France, and of two Administrative Veterinary Officers of Divisions.

Two extracts deal with mustard gas, describe the injuries that result and emphasizes the length of time contaminated ground remains dangerous. One extract deals with a lung irritant, probably Phosgene, and clearly shows that in a very high state of concentration this gas is fatal to horses.

This poverty of reference to gas as it affects the horse is in keeping with the general belief that horses were very much less affected by all forms of gas, except mustard gas, than human beings. Post-war study has shown this belief to be well founded.

Anatomically and physiologically it is difficult, although perhaps not impossible, to find an explanation for this comparative immunity.

The difference in the structure of the eye of the horse and the human being—the horse has a third eyelid (the haw) that constantly and rapidly cleans the exposed part of the eye-ball—possibly explains the almost complete immunity of the horse and mule to tear gas. A horse will stand without blinking for at least ten minutes a concentration of tear gas that a human being cannot tolerate for ten seconds.

No difference between the anatomy and functions of the structure of the horse and human being, however, can explain the apparent immunity of the former to poisonous lung irritants and an explanation must be sought elsewhere.

Perhaps an unrecognized difference in the central nervous system has something to do with it, but it is much more likely that the position of the horse in action and his attitude when frightened or excited keeps his head in a distinctly less concentrated atmosphere of gas than the human in a similar situation.

The position of the horse in action is in the open, or comparative open, generally in motion and rapidly passing through and out of any dangerous concentration of lung irritants, while the man spends a lot of his time in action prone on the earth, preferably in a trench, ditch, shell hole or some such excellent cover from fire and equally excellent reservoir of gas.

A horse frightened or excited under fire stretches his neck and raises his head—a man under similar conditions crouches. In one case the nose is some 6 feet above earth, in the other but a few inches.

Whatever the reason, the writer thinks one can accept as facts that the horse is almost completely immune to any present known form of tear gas and sufficiently immune to

non-persistent gases of the lung irritant type to make a very simple form of "gas nosebag" as effective at the halt and walk as the safe, if complex, gas mask in use by humans. While no commander of mounted or horsed units, at the trot or faster pace, need fear sufficient animal casualties to nullify the effectiveness of his command, although his animals are, as they must be at such paces, totally unprotected by nosebag or mask, provided always that he pays common sense attention to gas reconnaissance and avoids heavily contaminated ground.

The susceptibility of the horse to persistent gases of the mustard gas type creates a more serious situation and presents a more difficult problem. The situation is this. Mustard sprinkled as a liquid either by bomb or shell fire (or even direct by sprinklers where an enemy wish to prepare a trap for an advancing or reconnoitring force) gives off a highly toxic gas, except at a temperature a few degrees above freezing point, for some considerable time.

The area of body of the horse readily affected is much less extensive than that of the human being, it is indeed for all practical purposes confined to the hollow of the heels (gas impregnated mud and earth contact), legs below the knee (long grass contact), hairless skin between thighs and under tail (vapour contact and mud splashes), the mouth and nostrils (impregnated water and grass), and eyes (vapour), but it can be accepted as a fact that in these regions he is readily and seriously affected. It is worth noting that the hoof itself is not affected by the most highly contaminated ground.

The length of time the horse has to remain in contact with the gas to become an eventual casualty is short. Instantaneous contact with liquid contamination will suffice to produce a casualty, but exposure for five or ten minutes to the vapour will rarely, if ever, do so.

The persistence of the gas as a casualty producing agent depends on the amount sprinkled, the type and state of the ground and the condition of the atmosphere, but it must be regarded as a possible effective casualty producing agent to unprotected horses up to 12 to 18 hours.

The length of time that elapses after contact and before the effect of the gas shows, varies with the state of concentration of the gas, the length of time of the contact and whether the contact was direct or by gas that has penetrated and impregnated clothing and boots. It may be assumed, however, that the unprotected horse does not become *ineffective* for some 24 to 48 hours after contact.

The injuries that result from mustard gas vary with the length of time of contact and the state of concentration of the gas and extend from very mild blistering to complete destruction of the area of skin affected and, if untreated, say, for 12 hours, even of the underlying tissues and structures.

Various chemical agents and a number of materials exist that if effectively placed between the skin and mustard gas prevent the penetration of the vapour.

Chemical agents exist that applied to a mustard gas affected area of animal tissue materially counteract the effect of the gas. These agents are of use also in "decontaminating" buildings, ground areas, clothing, etc., of mustard gas.

Gas injuries, in all but the most severe and extensive blisters and burns, are amenable to treatment, and if treated immediately they declare themselves in the earliest stage of irritation, can be comparatively quickly cured.

That is the situation; now for the problem, or rather problems, for there are two to be solved.

To what extent is the war horse likely to be exposed to mustard gas, compared with the man. Undoubtedly to a less, and the writer suggests to a markedly less, degree.

The effective use of the horse in numbers and under all conditions of an engagement pre-supposes movement. In stagnant warfare, his movements can be so regulated both as regards time and place as to permit ground to be carefully reconnoitred for gas and, if necessary, cleared of it before he traverses it.

It is only in a war of movement or at the moment of turning a war of stagnation into a war of movement that one *must* be able to use the horse freely anywhere, any time. To procure that mobility, freedom of rapid observation and control of men,

only possible from a saddle. To enable machine guns to be brought into action over short distances in broken trappy country with a rapidity that only the use of the trained pack horse and mule can produce. To allow of the silence necessary to successful reconnoitring. To permit of the secrecy and silence essential to successful movement of 1,000 rifles (and sabres) fifty miles from where the enemy expect to find them.

All these duties of the war horse involve frequent and rapid movement, decrease his chances of running into any *extensive* area of gassed ground—it takes an enormous amount of shell to effectively gas large areas—and ensure his rapid passage out of it.

The writer suggests, then, that the degree of exposure to mustard gas of the war horse will be limited to—

- (a) Fairly frequently, at slow paces, passing through small areas of old gas contaminated ground that will only slightly affect a small percentage of animals traversing it.
- (b) Much less frequently, at a rapid pace, passing through still smaller areas of fresh highly concentrated mustard gas that will affect all animals passing through.

Now comes problem two. What degree of protection sufficient to meet these conditions *without* interfering with his effective mobility can be given the horse.

Complete protection of the whole body by clothing is impossible. Complete protection even of the legs by the use of “long” boots sufficiently strong to stand rough work is incompatible with effective rapid movement and once on they cannot be taken off and put on again without being decontaminated, an impossible task in the field.

Partial protection of the legs is possible by means of prepared putties, but it leaves the vulnerable hollow of the heel exposed to a considerable extent.

Partial protection by the previous application of chemical agents to the skin is also possible, but these agents themselves cause injuries, though in a less degree than mustard gas, and

as they "dry up" fall away and leave the skin again exposed and perhaps more tender and more easily affected by gas.

In fact, the answer to the problem appears to be—that occasions on which any appreciable percentage of horses of a unit will be subjected to a dangerous concentration of mustard gas will be so few and far between that the degree of effective protection without interference with mobility is so little and so uncertain, its application in the form of partial clothing is undesirable and in the form of chemical agents applied direct to the skin still too much in the experimental stage to be of any immediate value.

The writer is convinced that prevention of casualties can best be effected—

- (a) By Commanders of mounted parties using their knowledge of, and training in, gas warfare to take all common sense precautions that the military situation will permit of, to avoid palpably recently gassed areas, particularly where they consist of brushwood, long grass and much broken-up ground.
- (b) By early and thorough washing of all susceptible parts of the body of animals that have passed through mustard gas areas followed by lightly dressing them with a chemical agent known to mitigate the evil effects of the gas.

To ensure the possibility of this treatment being rapidly carried out a percentage of men, say 10 per cent., of all mounted and horsed units, would require to be in possession of canvas buckets, to be used for this purpose only, and of small packets of field dressings of the necessary drugs.

To "sum up," the writer suggests that, as far as the horse is concerned—

- (a) Tear gas is ineffective. Protection against it is unnecessary.
- (b) Non-persistent gases of the lung irritant type in a high state of concentration, or inhaled for a prolonged period in a low state of concentration, cause injury and death. The horse will be rarely exposed to either of

these conditions and they may be disregarded as a serious factor in producing horse casualties. Effective protection, if required, is possible at the halt and walk by means of gas nosebags of simple construction.

- (c) Persistent gases of the mustard gas type are effective on the horse, but less effective than on man. Liquid mustard affects any tissue it comes in contact with. Exposure to mustard vapour affects limited hairless areas of the body, particularly if the exposure be prolonged.

The place of the horse in war is such that while he will be required to cross effectively mustard-gassed areas from time to time, yet the occasions can be made so few that animal casualties from this cause will not be large. Effective *individual* protection is, so far, incompatible with mobility, but by his mobility he can more readily avoid heavily-gassed areas than can a man. Rapid and fairly effective after-treatment of exposed horses is feasible and will probably prevent serious wounds developing in a large percentage of exposed animals.

- (d) *Too much stress cannot be placed on gas reconnaissance with a view to avoiding heavily-contaminated ground.*



BAD BOYS

By BREVET-MAJOR A. R. GODWIN-AUSTEN, O.B.E., M.C.

EVERYONE, particularly the Soldier, revels in a reputation for having been a mettlesome youth. How often the enchantment lent by distance tinges recollection with a more lurid glow than facts justify.

It was good to listen, a short while ago, to a cluster in a Service Club discussing their Sandhurst days, though it was hard to imagine these rather slow-moving gentlefolk guilty of the exuberances they were exchanging. Sandhurst must been terribly rough, even undisciplined, in their day. One was almost ashamed for the present day cadet whose lack of enterprise and adventurousness all were deploring. Certainly, compared with them he seemed a very dull dog. Yet one recalled too, these same faded *roués* passing very sour remarks on some minor outburst of *joie de vivre* on the part of this modern cadet. Some innocent escapade of his had disturbed their equanimity and they had condemned him utterly.

How hardly shall youth hold the ideal poise between boldness and circumspection.

Moreover, a moment's reflection brought the facts. None of these wild fellows had left Sandhurst more than 35 years ago; and one must look back over almost twice that period to find anything really terrible happening at Sandhurst. There have been "rags," of course; there are "rags" now; possibly they are milder—one doubts it. The Senior Medical Officer who patches up the results of them on the following morning would be the best evidence as to that. Perhaps the guns guarding the building enter the lake less often, but maybe that is due to youthful psychology having emerged from a "lust-for-destruction" complex.

No, the real days of rascality are long since past, so one may speak freely of them. The worst of all were before the Royal Military College moved to Sandhurst; when it was in temporary quarters at Great Marlow, awaiting the building of its permanent home. And herein lay the reason. Place a collection of boys in uncomfortable premises quite unfitted for them, farm buildings and so on; give them no room for recreation; dress them in uniform—with which they don the recklessness of a fighting man; appoint a nucleus crew of strict officers as disciplinarians to administer them, but add a strong flavouring of civilians to instruct them, and you have the finest recipe for trouble.

It really seems almost creditable that two years should have passed ere this very natural consequence followed. The Royal Military College opened on May 17, 1802, and the first dreadful affair occurred during the summer of 1804. Lest some, on reading of these fearful things, should be inclined to condemn young friends too harshly, let them remember how young most of these young friends (young fiends) were—13 to 15 years.

It all started from a new broom sweeping a little too clean. A Company Officer was appointed whose zeal outran his discretion; one whose little finger was thicker than his predecessor's loins. His drastic restrictions were resented by a lawless mob of ten cadets who had suffered them most severely. In brooding ill-temper they laid their plot. It was a bold and ambitious one which, to do their military education credit, embraced almost every principle of war save Security.

They succeeded in their preliminary preparations; the placing of some gunpowder under a haystack fairly close to the main buildings. They were to slink off just as their comrades were assembling for prayers and fire the powder, and so the stack, whilst the remainder were wrestling with devotional exercises. The alarm would sound and all rush to extinguish the fire. All, save the mutineers. These would be busily engaged on a sinister task; raiding the armoury, whence they would arm themselves, and, that the authorities might be defenceless, would throw the remaining arms into a pond. They would then

offer their own terms to the Commandant and if he refused them, fire. Like many an over-ambitious plan, it failed. Its scope was too daring, even for semi-sympathisers who had wind of it, for youth is so disastrously communicative. But it had reached a stage sufficiently mature to condemn the gang utterly.

The circumstances were so grave that the full report of them demanded by the Horse Guards was laid before His Majesty King George III, who kept close touch with the College and whose influence had contributed in a considerable degree to its foundation. He ordered the expulsion of the nine worst ruffians and the removal of the less-enterprising tenth. And the Commander-in-Chief, the Duke of York, commanded that the ceremony of expulsion should be most awful.

All cadets, all officers, were assembled under arms. The students of the Senior Department were brought over too, from High Wycombe, and there, before all, the wretched nine were told of "the Atrocity of the Crime they meditated" and warned that their offence would, if dealt with by the Civil Law, "have subjected them to the punishment of transportation as felons, and if submitted to a Military Tribunal, would subject them to the most ignominious death."* They were told that the King had ordered that they be expelled "with every mark of Infamy," and that they be "for ever held unworthy of serving His Majesty in any Military Capacity." There followed the most terrible degradation of all; the stripping off of "every Vestige of the Dress and Uniform of the College from the culprits by a Drummer";† the "breaking of their swords and Arms," and a solemn marching off of the little wretches. We may be glad we never saw that.

The sequel is interesting. For exactly two years the Royal Military College remained fairly docile. Then reprehensible

*Of course it would not, had they entered a "plea in bar of trial" as not being subject to Military Law. The legal status of cadets at this time was unsettled and when, later, it was sought to subject them to Military Law it was found impracticable, unless they drew pay; a condition not to be considered.

† Not a Drummer-boy, but an Out-pensioner of Chelsea Hospital.



REVIEW OF THE GENTLEMEN CADETS OF THE ROYAL MILITARY COLLEGE
AT REMNANTZ, GREAT MARLOW, Circa 1810

From the original water-colour painting in the possession of Major Coningsby Disraeli

2000

happenings began to grow. Verses and comments disrespectful to officers began to disfigure the College walls. It would be as well, it was thought, to remind the cadets of the fearful consequences of misbehaviour. So the awe-inspiring orders by the Commander-in-Chief for the expulsion of the mutineers of two years ago were circulated and all cadet-officers required to copy them out. The result was not exactly what had been hoped for or expected. Within three days from the cadet officers having received the order, the words "Rebellion," "Mutiny," were scrawled about the College. A week later, when the Adjutant addressed the cadets on the subject on parade, they—*they laughed*. Ill-behaviour in Hall of Study towards the civilian professors, particularly the French professors, had never been rare. Now it became almost universal. There was a free fight whilst M. Mervé was attempting to instil instruction; it was rumoured that one scoundrel threw a book at the head of poor M. Chalon. A cadet corporal defied one of the company officers and his comrades wrote reflections against the officer on the walls; and worse, he was sent a threatening anonymous letter warning him that his strictness would lead to mutiny. Again the Adjutant was treated disrespectfully for, on having occasion to reprimand the cadets for setting fire to a tree, they "made a trampling noise with their feet; and though reproved by him, "upon his second orders they repeated the same thing." M. Sanitard was compelled to report a cadet of his class for disorderly conduct and the scoundrel afterwards threw—it was believed—a stone at him, "with great violence," and on the following day openly insulted him in his Hall of Study; whereupon his insults were joined in by all the other little scoundrels present "who clapped their hands." Things, indeed, became so bad that masters living outside the College had to be escorted beyond the gates to save them from being insulted.

All this came to the ears of the Lieutenant-Governor, Colonel Le Marchant. The discipline of the Junior Department, Royal Military College, was not his primary care. He was more personally concerned with the administration of the Senior Department at High Wycombe. The Commandant was directly

responsible to General Harcourt, the Governor, for discipline at Great Marlow, and the Commandant seems to have been inclined to take a less serious view of the alleged happenings than that extremely strict disciplinarian, almost martinet, Le Marchant. The Commandant, at any rate, deeply resented Le Marchant's unexpected disclosure of events at the close of a meeting of the Collegiate Board, for Le Marchant exploded his bomb without warning and did not mince matters. He declared that discipline in the Junior Department was thoroughly bad. A stormy scene ensued in which the Governor warmly defended his Commandant. Both took exception to what they considered interference, and it must be admitted that Le Marchant had never been noted for his tact. He himself, in fact, deplored this deficiency. The friction caused by Le Marchant's intervention grew so severe that the whole matter of incompatibility of the two strong temperaments of the Governor and Lieutenant-Governor engaged the attention of the Supreme Board at the Horse Guards for a long while, and the disturbances which had evolved this greater one escaped the notice which might otherwise have been given them. So anxious were General Harcourt and his subordinates to discredit Le Marchant that it was sought to minimize the gravity of each alleged breach of discipline. It was represented, for example, that it was not a stone at all that was thrown at M. Sanitard, but a lump of mud, and no serious action seems to have been taken.

Leniency, in fact, appears to have been the keynote of General Harcourt's régime, for four years later quite a serious affair occurred in "B" Company when a Cadet Officer, who shall be nameless, incited some of his fellows to open rebellion and encouraged them to absent themselves from parade. He proudly, too, acknowledged himself the author of a scurrilous pamphlet, *The Collegiate Detector*, which he had circulated through the College, having the effrontery to address a copy to the Commandant. His paper contained "expressions and sentiments of a very mutinous and dangerous tendency," yet the Commandant, on its receipt, and after learning of the refusal of its author's followers to parade, assembled his officers, and

with their "concurrence and advice," decided to send the culprit "away from the College provisionally." But the seditionist was not to escape so lightly. The Supreme Board got wind of the affair, and the Commander-in-Chief, in pointing out that far more serious notice should have been taken of it, "in order that a more public and severe example might have been made of an individual confessedly guilty of offences highly subversive of that subordination so necessary to be maintained in a Military Establishment," ordered that the villain should never return. Further, the Commander-in-Chief was "pleased to declare" that he should "not on any account be deemed fit to hold a Commission," but—and here mercy tempered justice—if, after two years, a General Officer reported a complete change in conduct and character, appointment to a Commission might be considered. This opportunity for reform was as wise as it was generous. The mutineer made good. Let him remain nameless no longer, for, three years after his expulsion, Sir Thomas Style died in Spain, fighting for his King.

Removal to better quarters at Sandhurst in the winter of 1812-13 seems of itself to have cured most troubles. An evening paper, a short while ago, in its *100 years ago* column, gave an extract from an issue reporting "Mutiny at Sandhurst" in November, 1828, but confirmation of this from all available records is untraceable. At all events its gravity was insufficient to disturb either the Collegiate or Supreme Board. So perhaps the "mutiny" was only a "rag."

But for real "toughs" turn to the Cadets destined for the Bengal Army, resident at Baraset, near Calcutta,* over the same period as our friends at Great Marlow, where, "So slack was the discipline, so great the insubordination, so frequent the rioting and serious civil offences . . . that the place had become notorious throughout the length and breadth of Bengal."

These rapsallions would gallop at night, after roll call, 16 miles into Calcutta and there commit atrocities so disgraceful

* See Articles by Major V. Hodson—Journal of the Society of Army Historical Research. June, 1922, and July, 1923.

that the Chief Justice of the city declared he would, if any cadets were caught by the police, hang or transport them.

The Royal Military College can show nothing to compare with them. The big black blot on its later history is the mutiny of 1862, which was only settled by the Commander-in-Chief himself, His Royal Highness the Duke of Cambridge. And when he settled it and drove away through cheering cadets he gave his word that his settlement of it was the end of it. Next day he sat at the Horse Guards as President of the Supreme Board, and the final item on the agenda was discussion as to the best arrangements to be made for occupying the cadets' spare time. We may guess—for we shall never know—that that discussion involved reviewing recent unhappy events. But we do know—for the official minutes show it—that the Duke instructed the Secretary to make no note of that discussion. Nothing discreditable should be recorded after his word to his Gentlemen Cadets had been given.

It is fitting to follow his honourable example.



SOME GENERALS I HAVE NEVER KNOWN.

By "HYDERABAD."

III. *The Commissary General.*

THERE is a lot in the books about the Commissary General, and so I know a lot, too. But one day someone will write the history of the Supply and Transport Services, and I mustn't cramp his style. All I can do here is to give him a few pointers.

There were two sorts of Commissary Generals—the Commissary General of the Musters, whose chief hobby was hunting for "faggots" and of whom more later; and the Commissary General of Victuals, Provisions or Supplies. Originally the A.S.C. functionaries were the Proviant Master General (O.i/c Supplies) and the Waggon Master General (O.i/c Transport).

The Proviant Master General's post was thus described about 1670—"his charge is to provide victuals, corn, flesh, wine, bread and beer; he hath the inspection of them, and should see them equally and proportionably divided to the regiments, according to their several strengths. . . . He hath the ordering of all the magazines for victuals, and to him belongs the care of seeing the garrisons and fortified places sufficiently provided with such meats and drinks as are most fit to preserve; these are corn, grain and meal of several kinds, stock fish, herrings and all other salted fishes; salted and hung fleshies, especially beef and bacon, cheese, butter, almonds, chestnuts, and hazel nuts, wine, beer, malt, honey, vinegar, oyl, tobacco, wood and coal for firing, and as many living oxen, cows, sheep and swine, hens and turkies, as can be conveniently fed. . . . This general proviant master hath under him a lieutenant, a secretary, a clerk, a smith, a waggon master and a waggon maker, a quarter master, and some officers who are called directors."

The same writer says that the "waggon master general's charge is extremely toylsome; when an army marcheth, every night after the army comes to quarters, he must attend the major generals of the cavalry and infantry, and receive his orders from them, if the whole army march together." Regimental waggon masters had "to see that every officer's baggage, from the highest to the lowest, march according to the dignity and precedence of him to whom it belongs": "the commander-in-chief, his coach or coaches, with his waggons, go first." The supply and transport authorities seem to have had some assistance, and also some hindrance, from the ladies; of whom Grose says "women who follow an army may be ordered (if they *can* be ordered) in three ranks, or rather in classes, one below another"—but that is another story.

The Romans called the W.M.G. the *impedimentorum magister*. Every transport officer has felt like that.

References: Grose (*Military Antiquities*), quoting Sir James Turner's *Pallas Armata*.

IV. *The Surgeon-General.*

In addition to the medicos in general, the Surgeon-General deserves notice in particular. It was not easy to rise to this exalted position. George Farquhar (an officer who died of mortification at not receiving his captaincy) has left us the secret in his comedy "The Recruiting Officer," which was produced at Drury Lane in 1706 with instantaneous success.

In the play, "Pluck the Butcher," an innocent tradesman of Shrewsbury, is urged to 'list for a soldier, when (he is told) "the second, or third, ay, the third campaign you make in Flanders, the leg of a great officer will be shattered by a great shot, you will be there accidentally, and with your cleaver chop off the limb at a blow: in short, the operation will be performed with so much dexterity, that with the general applause you will be made surgeon-general of the whole army." "Surgeon-general! What is the place worth, pray?" asks the honest Pluck. "Five hundred pounds a year," replies the recruiting

sergeant, "besides guineas for ——" certain disreputable ailments.

Samuel Barrowe, a surgeon-general whom we have met already, had a queer colleague in Charles II.'s household named John Archer, "Chymical Physitian in Ordinary to the King," whose quaint ways deserve passing mention, although I do not know that he ever served in the army. "In fact, Archer, although a royal physician, was what would be called in these days an advertising quack. His book, 'Every Man his own Doctor,' purporting to be a manual of health, but really treating of various diseases, reputable and disreputable, was nothing but an advertisement." Amongst his inventions was "a chariot which enabled one horse to do the work of two."

Reference : *D. N. B.*, *sub. nom.* Archer.



"BONNIE DUNDEE"

By CAPT. E. W. SHEPPARD, ROYAL TANK CORPS.

THE name at least of "Bonnie Dundee," as that of an air to which for many years British cavalry have trotted past at reviews, must be familiar to most readers of the CAVALRY JOURNAL. The hero of Sir Walter Scott's famous ballad to which this lilting tune was set, John Graham of Claverhouse, Viscount Dundee, was himself a cavalry officer, and his career, brilliant in its meteoric brevity, may therefore fitly be the subject of a brief sketch in these pages.*

The chief dates of Dundee's life are as follows:—He was born at Claverhouse, near Dundee, about July, 1648, matriculated at St. Andrew's University in the autumn of 1658, and obtained his degree in July, 1661. From 1672 to 1677 he saw active service on the Continent, as an officer, first in the French, then in the Dutch Army. In September, 1678, he received his first British commission as Captain of an independent troop of horse on the Scottish establishment; a number of these troops were later united into a regiment of dragoons, of which he ultimately rose to be Colonel in December, 1682. In May, 1683, he was appointed a Privy Councillor for Scotland—a position which he held, with only one break of a few months, until the "Glorious Revolution" of 1688. Between these two dates he married in June, 1684, the Hon. Jean Cochrane, daughter of the first Earl of Dundonald. He was promoted Brigadier of horse and foot in May, 1685, and on the eve of the revolution in

*It is the painful duty of the accurate historian to state that not only is the ballad itself an over-highly coloured embellishment of prosaic fact, but the appellation "bonnie" was first bestowed on the town of Dundee, and not on its most famous Viscount.

November, 1688, was created first Viscount of Dundee, Lord Graham of Claverhouse. In March, 1689, having taken arms against the newly-crowned King William III on behalf of the deposed James II, he was declared a rebel, and on July 27 was killed in battle at Killiecrankie. He was then but forty-one years old, but into this brief span of years he had crowded such a career of achievement as to become, less than a generation after his death, the legendary hero and champion of the cause of the fallen Royal House of Stuart. Until the disastrous end of the rebellion of 1745 this cause maintained a firm hold on the hearts and allegiance of a large proportion of the British people, and its adherents were more than once within measurable distance of successfully effecting a Jacobite counter-revolution and reseating a prince of the old line on the throne.

We need not dwell for long on Claverhouse's early years. During the civil war which racked the three kingdoms between 1642 and 1651 his family had been Royalist in sympathy, though no member of it actually took arms on behalf of Charles I; and these sentiments he no doubt imbibed from earliest childhood. His university career, begun and completed as it was at what seems to us to-day an unusually tender age, appears to have left little impression on his spelling, which was free and easy after the manner of the time; but it is said to have given him a wide acquaintance with mathematics and with classical and Gaelic literature, and his letters—apart from orthography—are those of a well educated man in their excellent style and skilful command of language.

From the date of his leaving St. Andrew's to that of his first service in arms little is known of our hero; he seems to have spent most of his time at Claverhouse, to which estate he had succeeded on the death of his father in 1653. His experience of war under Louis XIV and the Prince of Orange, against whom, as King William III of England, Claverhouse was in arms when he met his death at Killiecrankie, afforded him little scope for display of military talent. In 1672 he was commissioned as lieutenant in one of the two Scottish regiments of Foot, which under the Duke of Monmouth, one of the many

illegitimate sons of Charles II, formed part of the English contingent with the French Army; but he had seen little or no serious fighting when in 1674 the rupture of the alliance between Great Britain and France brought with it the withdrawal of our troops and threw him for the moment out of military employment. His period of idleness was a brief one; and we next find him serving as a volunteer in William of Orange's own Company of Guards and actually against his former allies the French. He is said, on doubtful authority, to have distinguished himself by saving William's life at the Battle of Seneffe, but had to wait until 1676 for his commission as captain of horse, having apparently been passed over for earlier promotion in favour of one Hugh Mackay of Scourie, whom we shall meet again in the course of this story. The greater part of these four years spent in the Dutch service were passed in a series of dreary and unsuccessful sieges, diversified with one or two sharp engagements, in which William, whose mediocre military talents were outclassed by the brilliance of Condé and the other French commanders, was uniformly unsuccessful. These need no description here; they gave young Claverhouse what he desired, a useful apprenticeship in arms and some experience of war, and he returned home to his ancestral estate in 1677 armed with a strong recommendation from his chief and future enemy to the Duke of York—whose daughter William had just married—which was to prove of much value to the ambitious young soldier.

At this stage in our story a word seems necessary on the internal condition of Scotland. Ever since the stormy times of the lovely and ill-fated Queen Mary the country had been rent by religious strife. Victorious over Catholicism, the Protestant party had now itself been split up into the moderates, who accepted the institution of bishops and the royal supremacy in matters ecclesiastical, and the extremists, known as Covenanters, who rejected all secular or hierarchical control, and stood fanatically for the complete freedom of each small congregation to worship as it chose. Toleration and religious liberty, as we understand these terms to-day, were not only incompre-



By kind permission of Martin Secker.

JOHN GRAHAME OF CLAVERHOUSE

From the painting at Glamis Castle

TO THE
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hensible but actually anathema to both sides; sectarian passion ran high and the victory of the moderates, signalized by the assertion of the royal supremacy and the re-establishment of the episcopacy by Charles II on his return to the throne, enabled them to take a signal revenge for their own sufferings under the Commonwealth, when their enemies had thrust upon them the Solemn League and Covenant, the document which embodied the extremists' creed and from which they derived their name, and enforced its observance by rigorous measures of persecution. It was now the turn of the Covenanters to testify to the faith that was in them by sufferings and martyrdom; but their most ardent partisans among historians can hardly deny that they brought much of this upon their own heads by the intractable nature of their resistance to authority. Many ministers refused to accept the new regime and abandoned their livings; those sent to replace them were "rabbled," that is, maltreated by mobs, and some driven to abandon their cures by personal injury and damage to their property; and the little Covenanter congregations known as "conventicles," where sedition and resort to violence in the name of the Lord were openly preached, became foci of rebellion. Stern measures were taken against the recalcitrants: fines were inflicted and soldiers quartered on those who attended the conventicles, and the discontent rapidly growing to a height, soon burst into flame. From the south-west, which was the seat of the movement, an armed force of Covenanters in 1666 marched on Edinburgh and was only dispersed after a pitched battle at Rullion Green. Several of the more prominent leaders were taken and hanged; murderous attempts on the lives of the bishops followed as a form of reprisal; and the Government, with only a small armed force under its hand, had perforce to summon the fierce lawless retainers of the Highland chiefs down into the Lowlands—of which they at once took heavy toll in the shape of plunder—and to make the local landowners responsible for keeping the peace which it was itself unable to maintain.

Claverhouse, who as we have seen, had received command of a troop of horse in September, 1678, came in for his share of

this thankless and brutalising task. His area of operations was Dumfries and Annandale, that same south-western corner of the country which had ten years before spawned an armed rebellion, and in February, 1679, he was nominated sheriff-depute of this territory with wide military and civil powers. At the end of May he got news of an outbreak of armed disorder, under the leadership of one Hamilton, at Rutherglen, a few miles south of Glasgow, and, proceeding to the spot, was informed that on 1st June a large armed conventicle was to meet at Drumclog. He moved out that morning with his own troop of horse and some dragoons (less than 150 men), and encountered the Whig Covenanters, the fighting strength of whom has been variously estimated at from 300 to 600 well armed men mounted and on foot, drawn up on a hill, their front covered by heavy ploughed land and a narrow swamp. He rashly decided to attack and pushed forward a skirmishing party of horse with dismounted dragoons in support, which, after exchanging a few volleys with the Whigs, fell back in disorder on his main body. Deploying on the near side of the marsh he thereupon opened fire, and the Covenanters, unable to reply effectively with the few muskets at their disposal, in desperate fury charged downhill to get to close quarters. Threading the swamp by paths well known to them, they flung themselves on the troops, thronging in upon them from all sides and wreaking havoc in their line with pitchfork and scythe. Claverhouse's horse, wounded and maddened with pain, bolted from the field with him, and the remainder of his command broke and fled, leaving a third of their numbers behind them. The loss of the Whigs was trifling. The defeated survivors found safety within the walls of Glasgow. The rebellion had begun.

Fortunately, the insurgents, as events proved, were no very formidable foes. Unorganized, half-armed and indisciplined, led by men quite ignorant of war, and racked with internal dissensions, they were capable only of passive defence of favourable ground, and incompetent to carry out offensive movements or to exploit temporary success. The tumultuous host moved slowly on Glasgow, which was prepared for resistance,

and suffered a bloody repulse before the garrison, under orders from higher authority evacuated the city to concentrate at Stirling. While the rebels halted for a fortnight, wrangling and undecided, the forces of the Government were mustering to crush them. Five thousand horse and foot were ready for action by mid-June, and Monmouth, now in chief command, moved westward to encounter the Whig host concentrated behind the Clyde at Bothwell Brig. The position was a favourable one for defence, its flanks being secured by the course of the river, and with only one approach to its front across the easily defensible bridge; but the resistance was feeble, and once the bridge had been carried and Monmouth's men deployed on the far side, the Covenanters, hardly awaiting the assault, broke and streamed in rout from the field. The cavalry were launched in a vigorous pursuit, which completed the dispersal of the enemy, but beyond capturing two standards with his own hands Claverhouse appears to have played no particularly prominent part either in this or in the earlier phases of the engagement, which, though it hardly merits the name of battle, was decisive of the fate of the insurrection. In less than a fortnight Monmouth, finding nothing more for his army to do, laid down his command and returned to London; the revolt had been completely and utterly crushed and the task of pacification could be left to other hands.

With the action of Bothwell Brig the first period of Claverhouse's career in arms may be said to have terminated; and in fact for the next two and a-half years, from June, 1679, he was away in England, only returning to Scotland on his appointment to Sheriff of Wigtown in June, 1682. From that time on till December, 1685, he was almost constantly employed in the uncongenial task of maintaining order in an area where disaffection was still smouldering and often burst into spasmodic flame. The extremist section of the Covenanters from their refuges in the wilder parts of the country issued a Declaration setting up an extra legal jurisdiction of their own, instituted a campaign of assassination against the adherents of the Government, which had now assumed an attitude leaning more and more

towards episcopacy and even with the accession of James II in 1685 towards popery, and entered into relations with the English conspirators of the Rye House Plot, who designed the murder of Charles II. The counter-measures of repression grew more and more violent, and culminated in the general imposition of a test oath, abjuring the criminal part of the extremists' Declaration; this oath was to be imposed by military authority at will, and the penalty for refusal to take it was summary execution under martial law. The period following the enactment of this ferocious measure is known as the "killing time"; and its victims have been usually regarded—often but not always with justice—as martyrs in the cause of liberty and conscience. The name of "bloody Clavers" has been popularly put forward as the arch slayer of all; and under the weight of that ill-omened appellation his reputation has gone down to history. Subsequent investigation has shown it to be largely unmerited. As a member of the Privy Council for Scotland he must bear his share of the responsibility for support of a policy of repression, which in our eyes, if not in his and in those of his contemporaries, was cruel, ill-judged, and in the end unsuccessful. But in fact his voice was seldom heard in discussions of policy in the Privy Council; his lot was rather to carry out that policy as part of his duty as a soldier, and it is by his activities in this rôle that he must primarily be judged. All the evidence now available goes to show that he carried out this task of enforcing the declared policy of the Government without fear or favour, yet also without unnecessary severity or cruelty. The unnumbered host of victims with which partisan historians have credited "Bloody Clavers" sinks in the cold light of ascertained facts to ten only. Of these five were shot in fair fight at Bridge of Dee while engaged in overt rebellion with arms in their hands; two others captured at the same time were sent for trial before a properly constituted legal tribunal and by it condemned to death. Another was executed by Claverhouse under protest while he was acting as the subordinate of higher authority whose orders he was not competent to disobey or amend. The remaining two were summarily put to death by him in the

exercise of the plenary power with which he was invested by the law : one, the famous John Brown, the " Christian carrier," for illegally concealing arms, the other for refusing to take the oath of loyalty. It is certain that any other officer would in Claverhouse's place have acted in all these cases as he did; and for all the tales of needless cruelty and insult inflicted by him on these or other mythical victims of the ferocious legal methods of the time there is no credible evidence whatsoever. The " Bloody Clavers " of Whig legend is in fact no less a caricature than the Guy Fawkes of popular fame.

Our hero's next appearance in history is in connection with the " Glorious Revolution " of 1688, in the crisis of which he was raised to the Scottish Peerage under the title of Viscount of Dundee. The threat of invasion by William of Orange caused the concentration of all available troops from Scotland to oppose him; and on his landing, Dundee and his regiment, which had been quartered in London, joined James' army at Salisbury at a moment when treachery was already dissolving it into fragments. James, in no state to offer any resistance to William's Dutch troops, fled the country after promising Dundee, who vainly endeavoured to persuade him to strike at least one blow for his crown, the command of his troops in Scotland and instructions as to his future action. Shortly after William's arrival in London and assumption of supreme power in Britain, Dundee sent to ask his old commander and patron, what security he might expect if he should go and live in Scotland without owning the new Government. William promised to protect him if he would live peaceably and at home, which Dundee " unless he were forced to it " undertook to do. But the ill-timed threat of vengeance by his political opponents the Scottish Whigs, and the direct orders of James, whose Lieutenant he was and to whom he still owed allegiance, soon put an enforced end to his retirement.

The Convention, or Scottish Parliament, assembled at Edinburgh in March, 1689, Dundee attending as one of the members. It soon became clear that the more extreme Whigs were bent on violence, and a plot was discovered against the lives of Dundee

and the adherents of James, which the Convention declined to take steps to prevent. Edinburgh Castle was held by a garrison under the Duke of Gordon, whose attitude was uncertain, but a body of troops under Dundee's former comrade-in-arms and rival, Hugh Mackay of Scourie, was en route from England by sea for Leith. When it became known that James had raised his standard in Ireland, Dundee's course was clear; he could no longer remain quiescent in the cause of which he had been appointed champion, and which loyalty and duty, quite apart from considerations of personal safety, enjoined him openly to espouse. There then took place the scene described with somewhat exaggerated vividness in Scott's ballad, when with a small party of armed adherents "Bonnie Dundee" rode out from the capital bound for "where'er should direct him the shade of Montrose." No attempt was made to molest him as he went, although before he left he scaled on foot the Castle rock—no mean physical feat—to give some farewell words of encouragement to the wavering Gordon; but after his departure a messenger was sent after him by the Convention to summon him to return; and on his refusal to comply with the order he was formally declared an outlaw and a rebel.

The stage was now set for the appeal to arms. The Whigs of the Convention, who had lost no time in formally recognizing William of Orange as King of Scotland, had under their orders Mackay's command, of which, however, less than 500 men could be spared to take the field. Dundee had only the handful of 70 men of his old regiment who had ridden with him from Edinburgh; but the whole of the potential recruiting field of the Highland clans lay behind him ready for tapping; and towards it he bent his steps. On 15th April, leaving his wife and newborn son at home, he raised the standard of King James on the braes above Dundee town and rode for the north, ineffectually followed by a body of Mackay's dragoons. Crossing the Esk and the Dee valleys and moving through Strathbogie, he reached a secure refuge at Forres beyond Elgin, and from there sent letters calling on the clans to rise in arms in the cause of King James.

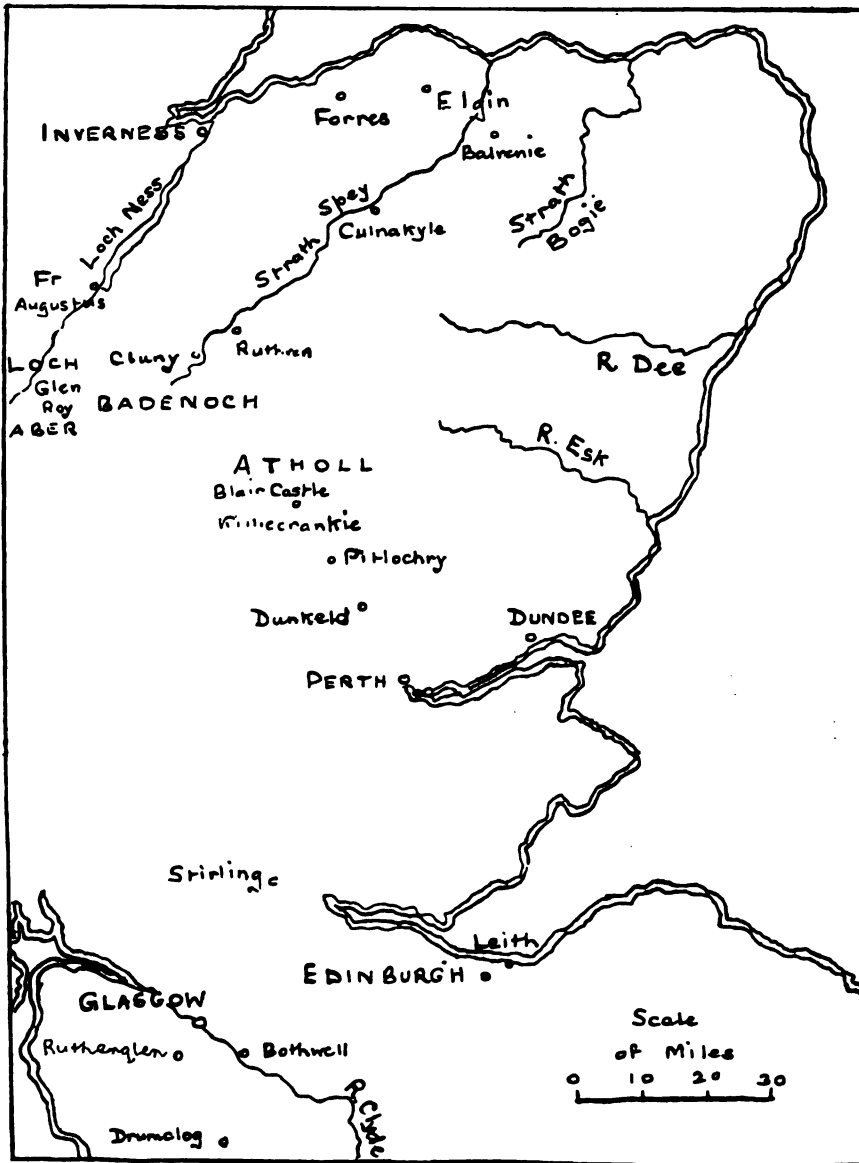
Mackay was left far behind. Slowly marching northward with his little band he had advanced leisurely across the Esk and was approaching the Dee when he had the unexpected news that his adversary was in his immediate front. Dundee had indeed been once more led down south by the hope of an event which must have given Mackay, had he suspected it in any way, even greater cause for uneasiness—treachery in a unit under his command; but though such treachery was in fact projected, the time was not yet ripe for it; and once apprised of this, the elusive Jacobite leader was off again, retracing his steps by way of Elgin, where he collected a small body of newly raised cavalry, to Inverness. Here an incident took place which vividly illustrates the peculiar difficulties of handling Highland levies. On his arrival Dundee found the town beset by the plundering bands of a certain chief who had seized the opportunity to pay off a private grudge against its citizens and sternly remonstrated; the delinquent took umbrage and withdrew his men, thus leaving Dundee too weak to make head against the approaching enemy, who had also found reinforcements at Elgin. Dundee thereupon continued his retreat south-westwards up the shore of Loch Ness and past the present site of Fort Augustus to the Spey valley, the heart of the Badenoch country, and thence sent out the fiery cross to summon the clans to meet him in arms at Glenroy by 8th May. Mackay, disappointed of the large inflow of recruits he had been led to expect, and fearing to venture after his quarry into the heart of the Highlands, halted perforce at Inverness to await the arrival of fresh troops from the south.

Pending the gathering of the clans Dundee set out on a daring raid into the Lowlands which carried him eastwards to Cluny and thence south-east by way of Killiecrankie—still unconscious of its future fatal fame—and Dunkeld to Perth. The place was surprised and some booty in the shape of horses, money and arms secured; but a similar enterprise against Dundee town miscarried in face of the vigilance of the garrison, and Dundee, after what was to be his last sight of his wife and baby son, returned at a leisurely pace back by the way he had

come to Glenroy, having effected little by his ride save the spreading of considerable alarm among his enemies in their own territory. On his arrival at the rendezvous he found the clans mustering in force, and a few days saw him at the head of a workmanlike little army of 1,500 foot and 200 horse, all high spirited, loyal and enthusiastic, if somewhat undisciplined and lacking cohesion and training.

With this force he felt himself well able to cope with Mackay, who having directed his reinforcements to move from Perth via Atholl to join him in the Badenoch country, was advancing up the Spey valley to meet them. But their commander, fearful of disaster, first failed to push on to the point of junction and then hurriedly retreated; and Mackay found himself face to face with a superior enemy, who on 26th May had moved eastward to Ruthven to block his advance up the valley. He rapidly fell back by Culnakyle to Balvenie, escaping Dundee's clutches by rapid manœuvres, and there stood for battle. The Highlanders were only too eager to oblige him, but at the last moment, hearing that a portion of his force was disaffected and plotting to desert at the moment of attack, he evacuated his position and was fortunate to get away under cover of darkness. His long retreat came to an end at Strathbogie; here the arrival of 1,000 men as reinforcements placed him in a position to turn the tables on Dundee, who in his turn had to retrace his steps under considerable pressure to his starting point at Glenroy. Here Mackay abandoned the pursuit and, returning to Inverness, left the Highland army to make its way back unmolested to Lochaber. The first phase of the campaign had thus come to an end by mid-June, without a decision having been reached or any serious clash of arms having occurred.

To Dundee resting in Lochaber there came at long last on 22nd June a letter from King James, announcing the imminent success of his operations in North Ireland and the arrival of troops to assist his adherents in Scotland. He at once took steps to rally to his side the neutral or wavering chiefs of the clans, spoke confidently of the expected increase in his strength, and



sent one of his lieutenants to seize Blair castle, which commanded the whole Atholl country, and hold it fast for James. But his hopes were disappointed; the assistance from Ireland on arrival in mid-July was found to amount to no more than

one regiment and a small stock of munitions. Murray, the leading Whig magnate in Atholl and the actual owner of Blair castle, on hearing of its loss, at once levied a force and set to work to besiege it; and a price of 18,000 marks was now set on his own body, dead or alive. On 23rd July he set out on his last offensive from Badenoch with less than 3,000 men behind him. Murray, whom he had vainly endeavoured to bring over to his side by repeated appeals, was vigorously pressing the siege of Blair castle, which was in dire peril. It was of first importance to drive him off; and yet the enterprise was a perilous one, with Mackay already at Perth and ready to march to Murray's aid. None the less the risk had to be taken. By the evening of the 26th, Dundee was within an hour's march of Blair; Murray, hurriedly raising the siege, fell back in haste through Killiecrankie Pass, and next morning, the 27th, joined his forces at Pitlochry to those of Mackay, who was advancing from Perth via Dunkeld. The united host amounted to over 4,000 men—a third as large again as that of which Dundee could dispose.

Hearing that Killiecrankie Pass was still open, Mackay resolved to continue his advance before his adversary could block the narrow defile; but, riding forward in front of his advance guard as it was approaching the further mouth, he had his first sight of the enemy, who, making for the high ground on the north side of the pass, had crowned the crest and were preparing to descend the slope towards the valley, from which Mackay's command were still in process of emerging. There was no time to be lost; galloping back, he wheeled his head of column half-right up a small ridge running obliquely to and above the valley, which seemed likely to afford a favourable position for defence; and along it the troops were hurriedly arrayed in order from the left as they came up, first the advance guard of 200 fusiliers, then Balfour's and Ramsay's regiments of the Scots Brigade, then Kenmure's, Leven's, Mackay's and Hastings' regiments, the latter forming the extreme right. When the line was formed, Mackay deemed it necessary, in order to cover all the ground and safeguard his right and rear, to thin out his front by forming his line three instead of six

deep, breaking up the regiments into half battalions with a gap between each; and even so a wide interval had to be left in the centre between Kenmure and Leven, which was covered by the two available troops of horse posted in rear of it. This, in view of the known vigour and weight of a Highland onrush, was a perilous procedure, the unwisdom of which was soon avenged.

Meanwhile Dundee, on hearing early that morning of Mackay's advance, had led his force, as we have seen, up the northern ridge of the pass, and formed on the downward slope within a musket shot of the hostile position and well above it, thus securing to himself all the advantages of a downhill charge. His right wing facing Mackay's left was formed by the Macleans, the Irish regiment, the Clanranald, Macdonald and Glengarry clans; then there came a wide gap opposite Mackay's centre; on the left wing stood the Camerons, a mixed battalion under Maclean and the Macdonalds of Sleat; he himself with the horse was also on this flank. Thus arrayed face to face the opponents stood for two hours; Dundee was waiting until the sun, now glaring full in the eyes of his men, should sink behind the hills and the coming of twilight lend its assistance to his attack; and Mackay, not daring to leave his precarious vantage ground either for an uphill attack or for a retirement, confined himself to utilizing his three small pieces of artillery to provoke his opponents to an assault. But though a premature attempt by the Camerons to seize some houses in their front was beaten off, the bulk of the Highlanders were held firmly in hand, and only at the appointed moment were they at long last by Dundee's signal launched full at the enemy. A point-blank volley was followed by the fierce rush of the claymores, which, striking the enemy units sidelong and in succession, shattered them one after another into panic-stricken fragments; without an attempt to retrieve the day the cavalry turned bridle and fled from the field; and in an instant pursuers and pursued, hurtling pell-mell and intermingled down the hill, were lost to sight in the wooded depths of the valley below. Only Hastings' regiment and half of Leven's, which

had escaped the full force of the Highland onslaught, remained as organized bodies under Mackay's hand; with these he left the field under cover of the gathering darkness, and beat a hurried retreat back through the pass, leaving behind him dead, wounded, or missing, the greater part of his force. For so short an engagement the casualties on both sides had in fact been unduly heavy; close on a third of Dundee's command had fallen as the price of victory.

Victory, complete and overwhelming, as Killiecrankie was for the Jacobite cause, it had already been rendered of no account. A party searching after the fall of darkness among the wounded and slain came across their general stricken to death, apparently—though the evidence on the point is conflicting—by a bullet in the left eye, fired, as there is some reason to suppose, by a traitor in the Highland ranks. "How goes the day?" he asked as they raised him. "Well for King James" was the answer, "but I am sorry for your lordship." "If it is well for him" murmured Dundee, "it matters the less for me"; and so died.

He was wrong. In a few months the army he had led to victory was broken and scattered to the winds, and in the soldier's grave at Blair Castle, wherein were laid the mortal remains of John Graham of Claverhouse, Viscount Dundee, was buried also the future of the cause for which he had died. All realized it; the Whigs thought the rout of Killiecrankie more than offset by the loss of the ablest and most loyal of King James' champions; and the Jacobites were driven to the desperate shift of publishing in London, in the hope of concealing his death, a fictitious letter purporting to have been sent by him to his sovereign after the battle, a production which up to a quite recent date was actually accepted as genuine by many historians. Posterity only confirmed these contemporary judgments; and his finest epitaph was sounded on the field of Sheriffmuir twenty-five years later by a Highland warrior, from whose lips, at the sight of the victory flung away and the hopes of Jacobitism sacrificed by incompetent generalship, there burst the bitter and despairing cry "Oh, for an hour of Dundee!"

Our hero's fame both as soldier and man was won by his last campaign; for it is impossible to believe that his career up to that point could have given rise to the legends, heroic or defamatory according to the political prejudices of particular historians, which have clustered round the facts of his previous career. But for Killiecrankie, and the hopes and fears it aroused among Jacobites and Whigs, we should never have heard either of "Bloody Clavers" or of "Bonnie Dundee." Prior to this campaign his military career had afforded him no opportunity for distinction; Drumclog was but an insignificant and not over-well-managed cavalry skirmish, and at Bothwell Brig his role was an entirely subordinate one; and his thankless tasks in the "Killing Time" were more those of a policeman than of a soldier. Killiecrankie, however, is in its way a little gem of a campaign, which gave opportunity for the victor to display a high courage and nice judgment, a sense of strategical reality, and a tactical flair which would have done credit to a more experienced commander. Dundee was one of the few leaders not of Highland descent who have known as if by instinct not only how to lead these heroic but turbulent warriors to victory—in itself a peculiar art—but also how to keep in being an army composed of as many jealous and unstable independent elements. He understood, as few before or since have understood, how to get the best out of the clansmen; and to realise how entirely the victorious campaign of Killiecrankie was his personal achievement it is only necessary to remember its disastrous sequel when his genius was no longer present to guide and control.

As for Dundee as a man, there is little to add. His character, it may be hoped, has stood out even from this brief story of his too short life. For the charges of cruelty and blood-thirstiness with which the political prejudices of his contemporaries, and of subsequent writers for whom there is less excuse, have befouled his name, there is, as we have seen, less than no evidence. Indeed, one glance at his portrait should suffice to disprove them: that serene brow, those clear eyes, those almost effeminately handsome features, could not have belonged to a monster or a pervert. It must be added that, at

a time when profligacy was so fashionable as to be hardly accounted a vice, Dundee's private life was by the admission of his enemies absolutely pure; and no taint of infidelity marred his wedded life with the lovely and high-spirited lady who had but five short happy years with him, who bade him Godspeed to his last campaign from her first bed of childbirth, and who was destined within a few years to meet with a death no less speedy and terrible than his own.* Throughout his public life he appears to any impartial observer to have been actuated by a loyalty and a sense of duty too rare in those time-serving self-seeking days. Posterity, with a curious blindness to or ignorance of all the facts, has tended to regard him as the personification of ambition. Though "by that sin fell the angels" this is in itself no ignoble quality; but only a singularly short-sighted ambition could have led Dundee, at a time when soldiers of the calibre of Marlborough thought it no shame to betray their King and desert their standards, to prefer the sinking cause of James to the rising sun of William, from whom, as his first patron and personal friend, he might well have expected much. We prefer to see in it one more proof of that high sense of honour and fidelity which characterised all his previous and his subsequent life, and made him not unworthy of the fine epitaph on the greatest of Roman stoics: "That cause which pleased not the gods, found favour in the eyes of Cato."

*Lady Dundee, who later married Lord Kilsyth, was killed with her child by the accidental fall of an inn ceiling at Utrecht in 1695.



MOUNTED FORCES OF THE BRITISH EMPIRE AND MANDATED TERRITORIES

THE hitherto complete absence of any convenient record of Cavalry, etc., units within the British Empire has resulted in the compilation of the data very briefly given in this article. It will be obvious that it would be impossible to go fully into the history, traditions, organizations, etc., of each unit, but possibly, later on, each Colony, etc., might be taken in turn and an article written amplifying the bare details enumerated herein. The main object of the writer is to set out for easy reference a comprehensive record of the mounted units in the various Dominions, Colonies and Protectorates in the British Empire, so that readers can see at a glance their names and composition.

Particulars gleaned from Army Lists and various books bring to light many interesting details concerning formations little known in the far flung corners of the Empire. It is but fitting in these days, when distance is so quickly bridged, that we should know more of the units which, although almost unknown to the "man at home," have a history and traditions which might equally well compare with some of the British Cavalry regiments.

Of the thirty to forty Dominions, Colonies, Protectorates, etc., in the British Empire, there are twenty-two which have mounted units as part of their forces. In the remaining places, Cavalry or mounted units would not warrant inclusion in the local forces owing to circumstances peculiar to the locality.

It may be desirable to add that although the majority of mounted units referred to in this article are purely military units, the intention is, so far as information is available, to embrace also forces of a semi-military character, and those

who—although functioning normally in the role of police—are liable for active military service. Such forces falling within these latter categories are, as a rule, subject to the provisions of the Army Act or to Military Law, when called out for military service.

For purposes of reference and convenience, the countries to which this article refers are arranged in the following order:—

- | | |
|---------------------------------|--|
| I. Great Britain | AFRICA |
| II. India | XII. Southern Rhodesia |
| | XIII. Bechuanaland |
| DOMINIONS | XIV. Basutoland |
| III. Australia | XV. Somaliland |
| IV. Canada | XVI. Gold Coast |
| V. Union of South Africa | XVII. Mandated Territory of South-West Africa |
| VI. New Zealand | THE AMERICAS, WEST INDIES & THE ATLANTIC OCEAN |
| ASIA & THE INDIAN OCEAN | XVIII. British Honduras |
| VII. Ceylon | XIX. British Guiana |
| VIII. Hong Kong | XX. The Windward Islands |
| IX. British North Borneo | XXI. Trinidad and Tobago |
| THE MIDDLE EAST | XXII. Barbados |
| X. The Sudan | |
| XI. Palestine and Trans-Jordan. | |

I. BRITISH CAVALRY AND YEOMANRY

(a) *Regular Units at Home and Abroad.*

Peace organization and establishments are as follows:

<i>Regiment.</i>	<i>Organization.</i>	<i>Peace Establishment.</i> <i>Officers. Other ranks.</i>	
Household Cavalry ..	Regimental Headquarters, Head-quarter wing, and 2 (4 troop) sabre squadrons.	24	419
Cavalry of the Line :			
Home Regiment ..	Regimental Headquarters, Head-quarter wing, machine-gun squadron, and 2 (4 troop) sabre squadrons.	21	458
Regiment in Egypt	Do. do.	24	525

MOUNTED FORCES OF THE BRITISH EMPIRE 469

<i>Regiment.</i>	<i>Organization.</i>	<i>Peace Establishment.</i>	
		<i>Officers.</i>	<i>Other ranks.</i>
Regiment in India	Regimental Headquarters, three (4 troop) sabre squadrons.	27	571
Armoured Car Regiment (Home)	Headquarter wing, 3 squadrons (each of Headquarters and 2 sections) each of 11 armoured cars.	21	417

N.B.—This latter establishment applies to the 11th Hussars, already converted into an Armoured Car regiment. The establishment of the 12th Lancers, at present in process of similar conversion, is still under consideration.

The periods of duty at home and abroad conform to the regulations laid down from time to time.

The following are the existing regular cavalry regiments :

(i) HOME

<i>Regiment.</i>	<i>Station.</i>	<i>Allied Regiments.</i>
<i>Household Cavalry.</i>		
The Life Guards	Regent's Park Barracks	
Royal Horse Guards ..	Windsor	
<i>(The Blues)</i>		
<i>Cavalry of the Line.</i>		
1st King's Dragoon Guards	Aldershot (for Tidworth)	
The Queen's Bays (2nd Dragoon Guards)	Tidworth	7th Light Horse Regiment (Australia).
3rd Carabiniers (Prince of Wales's Dragoon Guards)	Tidworth (for Rhine)	1st Mounted Rifles (South Africa).
		2nd Mounted Rifles (South Africa).
5th Inniskilling Dragoon Guards	York	10th Brant Dragoons (Canada).
		9th Light Horse Regiment (Australia).
The Royal Scots Greys (2nd Dragoons)	Edinburgh (for Tidworth)	2nd Dragoons (Canada).
		The New Brunswick Dragoons (Canada).
		12th Light Horse Regiment (Australia).
7th Queen's Own Hussars	Colchester	4th Mounted Rifles (Umvoti Mounted Rifles) (South Africa)
8th King's Royal Irish Hussars	Rhine Army (for Aldershot)	
11th Hussars (Prince Albert's Own)	Aldershot	

<i>Regiment.</i>		<i>Station.</i>	<i>Allied Regiments.</i>
13th/18th Hussars	..	Shorncliffe (for Egypt)	17th Duke of York's Royal Canadian Hussars (Canada). The Manitoba Mounted Rifles (Canada). 18th Light Horse Regiment (Australia).
14th/20th Hussars	..	Aldershot	14th Light Horse Regiment (Australia). 14th Canadian Light Horse (Canada).
16th/5th Lancers..	..	Tidworth (for Edinburgh)	16th Canadian Light Horse (Canada). 16th Light Horse Regiment (Australia). The Otago Mounted Rifles (New Zealand).
17th/21st Lancers	..	Hounslow	Lord Strathcona's Horse (Royal Canadians) (Canada). Ceylon Mounted Rifles (Ceylon).

(ii) ABROAD

<i>Regiment.</i>		<i>Station.</i>	<i>Allied Regiments.</i>
1st The Royal Dragoons		Egypt (for India)	The Royal Canadian Dragoons (Canada).
10th Royal Hussars (Prince of Wales's Own)		Egypt	The Princess Louise Dragoon Guards (Canada). The Nelson - Marlborough Mounted Rifles (New Zealand)
12th Royal Lancers (Prince of Wales's)		Egypt	12th Manitoba Dragoons (Canada). The Canterbury Yeomanry Cavalry (New Zealand).
4th/7th Dragoon Guards		Sialkot, India (for Shorncliffe)	The Fort Garry Horse (Canada). The Waikato Mounted Rifles (New Zealand).
3rd The King's Own Hussars		Lucknow, India	3rd Light Horse Regiment (Australia).
4th Queen's Own Hussars		Meerut, India	5th British Columbia Light Horse (Canada). 2nd Light Horse Regiment (Australia). 5th Mounted Rifles (Imperial Light Horse (South Africa).

MOUNTED FORCES OF THE BRITISH EMPIRE 471

<i>Regiment.</i>	<i>Station.</i>	<i>Allied Regiments.</i>
9th Queen's Royal Lancers	Bolarum, India (for Sialkot)	The Prince Edward Island Light Horse (Canada). 22nd Light Horse Regiment (Australia). The Saskatchewan Mounted Rifles (Canada).
15th/19th Hussars	.. Risalpur, India	15th Canadian Light Horse (Canada). 19th Alberta Dragoons (Canada).

(b) *Militia Units at Home.*

The North Irish Horse, whose headquarters are at Belfast, is the only Cavalry Militia regiment now in existence. The South Irish Horse and King Edward's Horse were disbanded in 1922 and 1924 respectively.

(c) *Territorial Army Units at Home.*

(i) *Yeomanry*.—Conforming to a policy laid down by the Army Council a year or so after the Great War, thirty-eight Yeomanry Regiments in the British Isles were converted, as follows :

To Artillery Brigades, Territorial Army, two Regiments usually forming one Brigade	.. .. .	26
To Cavalry Divisional Signals, Royal Corps of Signals, Territorial Army	.. .. .	1
To Infantry Battalion, Territorial Army (7th Battalion, The Royal Welch Fusiliers)	.. .. .	1
To Armoured Car Companies, Royal Tank Corps, Territorial Army	.. .. .	8
Disbanded	.. .. .	2

The task of selecting those Regiments which were to lose their identity as Cavalry was difficult, but the personnel of these units bowed gracefully to the wheel of progress and set out to make fresh history as new arms of the Service.

The peace organization consists of Regimental Headquarters, Headquarter Wing, and 3 (4 troop) sabre squadrons, with an establishment of 22 officers and 275 "other ranks," excluding the Permanent Staff.

Enlistment is voluntary and the Territorial Army personnel are recruited under the general conditions laid down for that force.

The existing Yeomanry Regiments are as follows :

<i>Regiment.</i>	<i>Headquarters</i>
The Ayrshire Yeomanry (Earl of Carrick's Own) —(Hussars)	Ayr.
The Cheshire Yeomanry (Earl of Chester's)— (Hussars)	Chester.
The Lanarkshire Yeomanry (Lancers)	Lanark.
The Duke of Lancaster's Own Yeomanry— (Dragoons)	Manchester.
The Leicestershire Yeomanry (Prince Albert's Own)—(Hussars).. .. .	Leicester.
The Northumberland Hussars	Newcastle-on-Tyne.
The Nottinghamshire Yeomanry (Sherwood Rangers)—(Hussars)	Newark.
The Shropshire Yeomanry—(Dragoons) . ..	Shrewsbury.
The North Somerset Yeomanry—(Dragoons) ..	Bath.
The Staffordshire Yeomanry (Queen's Own Royal Regiment)—(Hussars)	Stafford.
The Warwickshire Yeomanry—(Hussars) ..	Warwick.
The Royal Wiltshire Yeomanry (Prince of Wales's Own)—(Hussars).. .. .	Trowbridge.
The Yorkshire Dragoons (Queen's Own) ..	Doncaster.
The Yorkshire Hussars (Alexandra, Princess of Wales's Own)	York.

(ii) *Scouts, at Home.*

The peace organization of these regiments consists of Regimental Headquarters and 3 (4 troop) squadrons, with an establishment of 27 officers and 393 "other ranks," excluding the Permanent Staff. The conditions governing recruiting are the same as those for Yeomanry Regiments.

The existing Scout Regiments are as follows :

<i>Regiment.</i>	<i>Headquarters.</i>
The Lovat Scouts	Inverness.
The Scottish Horse	Dunkeld, Perthshire.

(d) *Summary.*

Regular Units.—Of the 14 Regiments (2 Household Cavalry and 12 Cavalry of the Line) at home and on the Rhine, three

Regiments of the Line form the 1st Cavalry Brigade at Aldershot ; and three form the 2nd Cavalry Brigade at Tidworth. The remainder are unbrigaded.

The three regiments in Egypt form one Cavalry Brigade.

Territorial Units.—Of the 16 Yeomanry and Scout Regiments, three (the Yorkshire Hussars, the Nottinghamshire Yeomanry and the Yorkshire Dragoons) form the 5th Cavalry Brigade at York, and three (the Warwickshire Yeomanry, the Staffordshire Yeomanry and the Leicestershire Yeomanry) form the 6th Cavalry Brigade at Leicester. The others are not brigaded.

II. INDIAN CAVALRY.

The Indian Cavalry Regiments consist of Regular Cavalry and Auxiliary Forces, there being 22 Regiments of the former and 10 Regiments of the latter.

(a) *Indian Regular Cavalry.*

These comprise the Governor General's Body-Guard, and 21 other regiments, enumerated in the following list ; and, in addition to which there are in existence the following Body Guards :

The Governor's Body-Guard, Madras.

The Governor's Body-Guard, Bombay.

The Governor's Body-Guard, Bengal.

Enlistment is voluntary, and service is for a period of four years.

In 1922, the whole of the Cavalry of India was re-organized, many regiments being amalgamated and all were re-numbered or re-designated.

The Governor-General's Body-Guard has a peace establishment of 5 officers (2 British and 3 Indian), 108 Indian "other ranks" and 155 Indian followers. The peace establishment of the remainder is 33 officers (14 British and 19 Indian), 493 Indian "other ranks" and 206 Indian followers, organized into Regimental Headquarters, Headquarter Wing, and 3 (4 troops) squadrons.

The regiments are as follows :

<i>Regiment.</i>	<i>Station.</i>	<i>District or Independent Brigade for Administration.</i>
Governor General's Body-Guard	Delhi	
Skinner's Horse (1st Duke of York's Own Cavalry)	Lucknow.	Lucknow.
2nd Lancers (Gardner's Horse)	Meerut.	Meerut.
3rd Cavalry	Poona.	Poona.
Hodson's Horse (4th Duke of Cambridge's Own Lancers)	Kohat.	Kohat.
Probyn's Horse (5th King Edward's Own Lancers)	Lahore.	Lahore.
6th Duke of Connaught's Own Lancers (Watson's Horse)	Bannu.	Waziristan.
7th Light Cavalry	Jullundur.	Lahore.
8th King George's Own Light Cavalry ..	Bolarum.	Deccan.
The Royal Deccan Horse (9th Horse) ..	Meerut.	Meerut.
The Guides Cavalry (10th Queen Victoria's Own, Frontier Force)	Mardan.	Peshawar.
Prince Albert Victor's Own Cavalry (11th Frontier Force)	Sialkot.	Lahore.
Sam Browne's Cavalry (12th Frontier Force)	Rawalpindi.	Rawalpindi.
13th Duke of Connaught's Own Lancers..	Jubbulpore.	Deccan.
The Scinde Horse (14th Prince of Wales's Own Cavalry)	Quetta.	Baluchistan.
15th Lancers	Loralai.	Zhob.
16th Light Cavalry	Bolarum.	Deccan.
The Poona Horse (17th Queen Victoria's Own Cavalry)	Peshawar.	Peshawar.
18th King Edward's Own Cavalry ..	Jhansi.	Meerut.
19th King George's Own Lancers ..	Ferozepore.	Lahore.
20th Lancers	Risalpur	Peshawar.
The Central India Horse (21st King George's Own Horse)	Delhi.	Delhi.

(b) Indian Auxiliary Force Cavalry.

Enlistment is voluntary and is open to British European subjects of 16 years of age and upwards. Discharge from this force can be obtained on attaining 45 years of age or on completion of four years' service. Pay is admissible only for such periods of completed military training performed.

MOUNTED FORCES OF THE BRITISH EMPIRE 475

The following comprise the Cavalry Units of this force :

	<i>Regiment.</i>	<i>Station.</i>
Bihar Light Horse	Muzaffarpur.
Calcutta Light Horse	Calcutta.
Surma Valley Light Horse	Silchar.
Assam Valley Light Horse	Dibrugarh.
United Provinces Horse (Southern Regiment)	Cawnpore.
Bombay Light Horse	Bombay.
Northern Bengal Mounted Rifles	Darjeeling.
Punjab Light Horse	Lahore.
Southern Provinces Mounted Rifles	Madras.
Chota Nagpur Regiment	Ranchi.

III. AUSTRALIA.

The Australian Military Forces consist of a Permanent Force which corresponds to our Regular Army, and a Citizen Force which in many respects is like our Territorial Army. This latter force comprises Active Forces and Reserve Forces. The Permanent Forces do not include any Cavalry.

(a) Citizen Forces.

All male inhabitants of Australia who have resided therein for six months, and are British subjects, are liable to be trained in this force from 18 years of age until reaching the age of 26 years. The Light Horse Regiments are largely composed of volunteers.

At present training continues for three years, and comprises four days' home training and 8 days' continuous training in camp, annually.

Peace Establishments are based on those of the British Regular Army.

The Cavalry units include :

<i>Regiment.</i>	<i>Station.</i>	<i>Brigade.</i>	<i>Allied to</i>
1st Light Horse Regiment (New South Wales Lancers).	.. Paramatta	4th Cavalry	
2nd Light Horse Regiment (Moreton Light Horse Q.M.I.)	.. Brisbane	Attached 1st Cavalry	4th Hussars
3rd Light Horse Regiment (South Australian Mounted Rifles).	.. Adelaide	6th Cavalry	3rd Hussars.

<i>Regiment.</i>	<i>Station.</i>	<i>Brigade.</i>	<i>Allied to</i>
4th Light Horse Regiment .. (Corangamite Light Horse).	Warrambool	5th Cavalry	
5th Light Horse Regiment .. (Wide Bay and Burnett Light Horse, Q.M.I.)	Gympie	1st Cavalry	
6th Light Horse Regiment .. (New South Wales Mounted Rifles).	Orange	4th Cavalry.	
7th Light Horse Regiment .. (Australian Horse).	Goulburn	4th Cavalry	The Queen's Bays
8th Light Horse Regiment .. (Indi Light Horse).	Benella	3rd Cavalry	
9th Light Horse Regiment .. (Flinders Light Horse).	Jamestown	6th Cavalry	5th Inniskilling Dragoon Guards
10th Light Horse Regiment .. (West Australian Mounted Infantry).	Perth	13th Mixed	
11th Light Horse Regiment .. (Darling Downs Light Horse Q.M.I.)	Toowoomba	1st Cavalry	
12th Light Horse Regiment .. (New England Light Horse).	Armidale	2nd Cavalry	The Royal Scots Greys.
13th Light Horse Regiment .. (Gippsland Light Horse).	Sale	3rd Cavalry	
14th Light Horse Regiment .. (West Moreton Light Horse, Q.M.I.)	Ipswich	1st Cavalry	14th/20th Hussars
15th Light Horse Regiment .. (Northern River Lancers).	Lismore	2nd Cavalry	
16th Light Horse Regiment .. (Hunter River Lancers)	West Maitland	2nd Cavalry	16th/5th Lancers
17th Light Horse Regiment .. (Bendigo Light Horse).	Bendigo	5th Cavalry	
18th Light Horse Regiment .. (Adelaide Lancers).	Adelaide	Attached 6th Cavalry	13th/18th Hussars
19th Light Horse Regiment .. (Yarrowee Light Horse).	Ballarat	5th Cavalry	
20th Light Horse Regiment .. (Victorian Mounted Rifles).	Seymour	3rd Cavalry	
21st Light Horse Regiment .. (Illawarra Light Horse).	Paddington	Attached 4th Cavalry.	
22nd Light Horse Regiment .. (Tasmanian Mounted Infantry).	Ulverstone	12th Mixed	9th Lancers
23rd Light Horse Regiment .. (Barossa Light Horse).	Adelaide	6th Cavalry	

MOUNTED FORCES OF THE BRITISH EMPIRE 477

(b) Composition of Cavalry Divisions and location of Brigade Headquarters, are shown in the following table :

<i>Division.</i>	<i>Headquarters</i>	<i>Brigade*</i>	<i>Headquarters</i>
1st Cavalry (New South Wales and Queensland).	Sydney	1st Cavalry (Queensland).	Brisbane
		2nd Cavalry (New South Wales)	West Maitland
		4th Cavalry (New South Wales)	Paddington
2nd Cavalry (Victoria).	Melbourne	3rd Cavalry (Victoria)	Melbourne
		5th Cavalry (Victoria)	Melbourne
Field Troops, 4th Military District (South Australia)	Adelaide	6th Cavalry (South Australia)	Adelaide
5th Division (Queensland)	Brisbane	12th Mixed (Tasmania)	Hobart
		13th Mixed (Western Australia)	Perth

* The Regiments forming the Brigades are indicated on the list of units.

IV. CANADA.

(i) The Militia of Canada is composed of Active and Reserve Forces. The Active Militia comprises the Permanent Active Militia and the Non-Permanent Active Militia, but unlike Australia, the Permanent Force includes two Cavalry Regiments.

All male inhabitants of 18 years of age and under 60, not exempt or disqualified by law, and who are British subjects, are liable for service in the Militia. Enlistment is voluntary, but if sufficient men do not volunteer, the required quota is obtained by ballot.

The Militia Act provides for voluntary enlistment into the Militia for a period of three years' service, subject to an extension of one year in case of emergency.

Peace establishments, whilst based on British establishments have necessarily been adapted to meet local requirements.
(a) *Permanent Active Militia.*

This consists of permanently embodied Corps, personnel of which are enrolled for continuous service, and are liable for training similar to that of the Regular Army in Great Britain. It is available at all times for general service :

The two Cavalry Regiments in this force are :

<i>Regiment.</i>		<i>Station.</i>		<i>Allied to</i>
The Royal Canadian Dragoons	..	Toronto	..	1st Royal Dragoons
Lord Strathcona's Horse (Royal Canadians)	..	Calgary	..	17th/21st Lancers

(b) *Non-Permanent Active Militia.*

Personnel of this force are liable for training for a period not exceeding 30 days in any one year.

The following 35 Regiments, arranged in order of precedence, form the Cavalry of the Non-Permanent Active Militia :

<i>Regiment.</i>	<i>Station.</i>	<i>Brigade.</i>	<i>Allied to</i>
The Governor General's Body Guard.	Toronto	1st Mounted	
The Princess Louise Dragoon Guards.	Ottawa	2nd Mounted	10th Hussars
8th Princess Louise's New Brunswick Hussars.	Sussex, N.B.	9th Mounted	
2nd Dragoons	St. Catherines, Ont.	1st Mounted	Royal Scots Greys
1st Hussars	London, Ont.	8th Mounted	
3rd Prince of Wales' Canadian Dragoons.	Peterborough, Ont.	2nd Mounted	
4th Hussars	Kingston, Ont.	2nd Mounted	
6th Duke of Connaught's Royal Canadian Hussars.	Montreal, P.Q.		
The Mississauga Horse..	Toronto, Ont.	1st Mounted	
7th Hussars	Bury, P.Q.	4th Mounted	
12th Manitoba Dragoons	Brandon, Man.	6th Mounted	12th Lancers
11th Hussars	Richmond, P.Q.	4th Mounted	
King's Canadian Hus- sars.	Kentville, N.S.		
13th Scottish Light Dragoons	Waterloo, P.Q.	3rd Mounted	
15th Canadian Light Horse	Calgary, Alta.	5th Mounted	15th/19th Hussars
16th Canadian Light Horse	Yorkton, Sask.	7th Mounted	16th/5th Lancers
17th Duke of York's Royal Canadian Hussars.	Montreal, P.Q.	3rd Mounted	13th/18th Hussars
The Manitoba Mounted Rifles	Morden, Man.	Attached 6th Mounted	13th/18th Hussars
19th Alberta Dragoons	Edmonton, Alta.	5th Mounted	15th/19th Hussars
The Border Horse ..	Virden, Man.		

MOUNTED FORCES OF THE BRITISH EMPIRE 479

<i>Regiment.</i>	<i>Station.</i>	<i>Brigade.</i>	<i>Allied to</i>
The Alberta Mounted Rifles, 1st Regiment	Medicine Hat, Alta.	Attached 5th Mounted	
The Alberta Mounted Rifles, 2nd Regiment	Medicine Hat, Alta.	Attached 5th Mounted	
The Saskatchewan Mounted Rifles	Lloydminster, Sask.	7th Mounted	9th Lancers
9th (Grey's) Horse ..	Wingham, Ont.	8th Mounted	
10th Brant Dragoons ..	Brantford, Ont.	8th Mounted	5th Inniskilling Dragoon Guards
The Eastern Townships Mounted Rifles	Coaticook, P.Q.	3rd Mounted	
14th Canadian Light Horse	Shaunavon, Sask.	7th Mounted	14/20th Hussars
The New Brunswick Dragoons	St. John, N.B.	9th Mounted	The Royal Scots Greys
18th Canadian Light Horse	Rosetown, Sask.	7th Mounted	
The British Columbia Mounted Rifles	Vernon, B.C.		
5th British Columbia Light Horse	Kamloops, B.C.		4th Hussars
The Manitoba Horse ..	Dauphin, Man.	6th Mounted	
The Fort Garry Horse	Winnipeg, Man.	6th Mounted	4th/7th Dragoon Guards
The Prince Edward Island Light Horse	Charlottetown, P.E.I.		9th Lancers
Queen's Own Canadian Hussars	Quebec, P.Q.	4th Mounted	

The last named regiment, which was disbanded in 1913 (*see* G.O. 137 of 1913), was reconstituted (*vide* G.O. 138 of 1928) in 1928.

(c) *Location, etc., of Military Districts and Brigades.*

Canada is divided into eleven districts. There are nine Mounted Brigades, allocated as follows. The regiments forming the Brigades are indicated in the previous list :

<i>Brigade.</i>	<i>Headquarters.</i>	<i>Military District No.</i>	<i>Headquarters.</i>
1st Mounted	Toronto, Ont.	2	Toronto, Ont.
2nd "	Ottawa, Ont.	3	Kingston, Ont.
3rd "	Montreal, P.Q.	4	Montreal, P.Q.
4th "	Quebec, P.Q.	5	Quebec, P.Q.
5th "	Calgary, Alta.	13	Calgary, Alta.
6th "	Winnipeg, Man.	10	Winnipeg, Man.
7th "	Regina, Sask.	12	Regina, Sask.
8th "	London, Ont.	1	London, Ont.
9th "	Sussex, N.B.	7	St. John, N.B.

The following regiments, which are not included in any Brigade, are allotted to Military Districts as under :

<i>Regiment.</i>	<i>Military District.</i>
6th Duke of Connaught's Royal Canadian Hussars.	No. 4, Montreal, P.Q.
The King's Canadian Hussars	No. 6, Halifax, N.S.
The Border Horse	No. 10, Winnipeg, Man.
The British Columbia Mounted Rifles ..	No. 11, Victoria, B.C.
5th British Columbia Light Horse ..	No. 11, Victoria, B.C.
The Prince Edward Island Light Horse ..	No. 6, Halifax, N.S.

(ii) In addition to the Militia, Canada possesses a semi-military force in the Royal Canadian Mounted Police (formerly the Royal North-West Mounted Police)—an armed body, permanently employed and trained as cavalry—whose headquarters is at Ottawa. It is commanded by a Commissioner and is organized in eleven divisions, with an approximate strength of 975 all ranks. The term of engagement is three years.

This force was the subject of an article which appeared in the January, 1928, issue of the CAVALRY JOURNAL.

V. SOUTH AFRICA.

The composition of the Military Forces is very similar to those of Canada. Here also is a Permanent Force and an Active Citizen Force. There are no Cavalry units in the Permanent Force.

All citizens are liable to undergo peace training for a period of four years on attaining 21 years of age.

Active Citizen Force.

Although liability for training commences at the age of 21 years, service in this Force is voluntary between the ages of 17 and 21 years. If, however, sufficient volunteers to complete establishments are not forthcoming, the required numbers can be obtained by ballot; but, in practice, this is not found necessary.

Personnel are liable for three periods of continuous training, of which one shall not last more than 50 days, and the other two taken together not more than 30 days, and a total of not more than 26 days' non-continuous training during a period of four years.

MOUNTED FORCES OF THE BRITISH EMPIRE 481

The forces are administered by Military Districts, of which there are six. Although the following 23 units, with comprise the mounted forces, are all shown in the Army List, 18 of them exist only on paper.

<i>Regiment.</i>	<i>Station.</i>	<i>Military District.</i>	<i>Allied to</i>
1st Mounted Rifles (Natal Carbineers)	Pietermaritzburg	No. 3, Durban	3rd Carabiniers.
2nd Mounted Rifles (Natal Carbineers)	Ladysmith	No. 3, Durban	3rd Carabiniers.
3rd Mounted Rifles (Natal Mounted Rifles)	Durban	No. 3, Durban	
4th Mounted Rifles (Umvoti Mounted Rifles)	Greytown	No. 3, Durban	7th Hussars.
5th Mounted Rifles (Imperial Light Horse)	Johannesburg	No. 4, Johannesburg	4th Hussars.
6th Mounted Rifles (Cape Light Horse)	East London	No. 2, East London	
7th Mounted Rifles (Southern Mounted Rifles)	Oudtshoorn	No. 1, Capetown	
8th Mounted Rifles (Midlandse Ruiters)	Middleburg, C.P.	No. 2, East London	
9th Mounted Rifles (Hogeveld Ruiters)	Ermelo	No. 5, Pretoria	
10th Mounted Rifles (Botha Ruiters)	Standerton	No. 5, Pretoria	
11th Mounted Rifles (Potchefstroom Ruiters)	Potchefstroom	No. 5, Pretoria	
12th Mounted Rifles (Krugersdorp Ruiters)	Zeerust	No. 5, Pretoria	
13th Mounted Rifles (Noordelike Transvaal Berede Skutters)	Pretoria	No. 5, Pretoria	
14th Mounted Rifles (Steyn's Berede Skutters)	Kroonstad	No. 6, Bloemfontein	
15th Mounted Rifles	Harrismith	No. 6, Bloemfontein	
16th Mounted Rifles (Eerste Vrystaatse Resjiment)	Bloemfontein	No. 6, Bloemfontein	

<i>Regiment.</i>	<i>Station.</i>	<i>Military District.</i>	<i>Allied to</i>
17th Mounted Rifles (Western Province Mounted Rifles)	Worcester	No. 1, Capetown	
18th Mounted Rifles (Griqualand West Ruiters)	Douglas	No. 6, Bloemfontein	
19th Mounted Rifles (Transkei Mounted Rifles)	Umtata	No. 2, East London	
20th Mounted Rifles (Graaff - Reinet Ruiters)	Graaff-Reinet	No. 2, East London	
1st Independent Mounted Rifle Squadron (1ste Boesmanland Berede Skutters)		No. 1, Capetown	
2nd Independent Mounted Rifle Squadron (2de Boesmanland Berede Skutters)		No. 1, Capetown	
3rd Independent Mounted Rifle Squadron (3de Boesmanland Berede Skutters)		No. 1, Capetown	

VI. NEW ZEALAND.

The Military Forces of New Zealand consist of a Permanent Force and Territorial Force. There are no Cavalry Regiments in the Permanent Force.

Establishments are based, as far as is practicable, upon those of the British Imperial Forces.

Territorial Force.

Subject to the Defence Act, all male inhabitants of New Zealand who have resided therein for six months, and are British subjects, are liable to be trained in this Force from 18 years of age until attaining 25 years of age, but in actual practice men are only trained for three years.

The annual obligatory training for all units includes :

- (i) 12 Drills, each of 1½ hours' duration.

MOUNTED FORCES OF THE BRITISH EMPIRE 483

(ii) 6 Half-day parades, each of 3 hours' duration.

(iii) 6 Days' continuous training in camp.

The following nine regiments comprise the Cavalry of the Territorial Force :

<i>Regiment.</i>	<i>Station.</i>	<i>Mounted Rifles Brigade.</i>	<i>Allied to</i>
The Canterbury Yeomanry Cavalry	Christchurch	3rd, Christchurch	12th Lancers.
Queen Alexandra's (Wellington West Coast Mounted Rifles)	Hawera	2nd, Palmerston North	
The Auckland Mounted Rifles	Pukekohe	1st, Auckland	
The Waikato Mounted Rifles	Hamilton	1st, Auckland	4th/7th Dragoon Guards.
The Otago Mounted Rifles	Dunedin	3rd, Christchurch	16th/5th Lancers.
The Manawatu Mounted Rifles	Palmerston North	2nd, Palmerston North	
The Wellington East Coast Mounted Rifles	Masterton	2nd, Palmerston North	
The Nelson-Marlborough Mounted Rifles	Blenheim	3rd, Christchurch	10th Hussars.
The North Auckland Mounted Rifles	Whangarei	1st, Auckland	

VII. CEYLON.

The Military Forces include the Ceylon Defence Force (of which the Ceylon Mounted Rifles forms the mounted arm), and is recruited by voluntary enlistment of persons between the ages of 18 and 40 years.

The Ceylon Mounted Rifles is composed of Europeans, whose training consists of 24 attendances for recruits and 16 attendances for trained men.

Consisting of two squadrons, it has an establishment of 18 officers and 235 "other ranks," exclusive of the permanent staff instructors, who are seconded from the Regular Army.

The Ceylon Mounted Rifles are allied to the 17th/21st Lancers.

VIII. HONG KONG.

The Hong Kong Volunteer Defence Force, composed entirely of British Europeans, has in its organization one Mounted Infantry Company.

Enlistment is voluntary and personnel are enrolled for a period of three years.

Annual training includes attendance at 15 drills of not less than one hour's actual instruction, in addition to certain range practices and 4 days' attendance in camp. There is no fixed establishment; the permanent staff are provided from the Regular Army.

IX. BRITISH NORTH BORNEO.

There are no military forces, but the British North Borneo Constabulary is liable for military service either within or beyond the limits of the State.

The Force, which includes a mounted detachment, has an establishment of 15 officers (7 British Europeans and 8 Asiatic), 713 Native and Asiatic "other ranks," and 15 horses, organized in two divisions. Enlistment is for five years in the first instance, with re-engagement for a further three years.

Military training is carried out, on an average, three days every week and includes Mounted Infantry drill, machine-gunnery and signalling. An annual musketry course is fired as laid down in "Small Arms Training."

X. SUDAN.

The Sudan Defence Force is recruited mainly from Arabs, Sudanese and Equatorial natives, in approximate proportions of 50, 30 and 20 per cent. respectively. The language used is Arabic.

British officers are seconded from the British Regular Army. Native commissions are given by promotion from the ranks. Consisting mainly of irregulars, enlistment is for a period of three years.

The training of the force conforms to the system prevailing in the British Regular Army.

The mounted units include :

- (i) Cavalry and Mounted Rifles in the Northern Military Area (Headquarters, Khartoum), organized into Headquarters, Machine Gun Platoon, and 3 Companies, with an establishment of 20 officers (7 British and 13 Natives), and 533 Native "other ranks."
- (ii) Camel Corps in the Central Area (Headquarters, El Obeid), organized into Headquarters, Machine Gun Section, and 7 companies, with an establishment of 43 officers (15 British and 28 Natives), and 1,248 Native "other ranks."

XI. THE MANDATED TERRITORY OF PALESTINE AND TRANS-JORDAN.

The Forces consist of the Trans-Jordan Frontier Force, the Palestine Police, and Arab Legion (Trans-Jordan Police).

The former only is a Military Force, and is composed of Moslem Arabs, Christian Arabs, Jews, Circassians, Druzes, Egyptians, Sudanese and various others.

Officers, for the future, must be of the Regular Army and are normally appointed for two years, with option of extension. Enlistment in the native ranks is for three years.

The present establishment includes 39 officers (17 British and 22 Natives), 12 British warrant officers and sergeants, and 649 native "other ranks," organized into 4 companies (each of 4 troops), and a depot. Three companies are mounted on horses and the fourth on camels.

XII. SOUTHERN RHODESIA.

The Military Forces of Southern Rhodesia include the Permanent Force, the Territorial Force and Reserve of Officers.

The Permanent Force, which is raised by voluntary engagement, includes the British South Africa Police, part of which forms the only mounted branch of the Military Forces. Besides providing a police force for the Colony, it functions as a whole-time formation for organizing and training the Territorial

Force, in which all citizens of European descent between the ages of 19 and 22 are liable to undergo peace training.

The British South Africa Police is composed of British Europeans, armed and mounted, and natives who are unarmed, dismounted and receive no military training.

Training of British Europeans includes instruction in equitation, mounted infantry, weapon training and civil police duties. Enlistment is for three years with re-engagement for further periods up to a maximum of 20 years.

The establishment is 27 officers, 1,280 "other ranks" (457 British and 823 natives), and 390 horses.

XIII. BECHUANALAND PROTECTORATE.

The Police Force of this country, besides its duties of the preservation of peace and prevention of crime, functions as a military force for the defence of the Protectorate.

Of its total establishment of 7 officers (British Europeans) and 250 (British European and African) "other ranks," only 45 form the mounted portion.

Under the direct control of the Resident Commissioner, its Headquarters are at Mafeking in the Cape Province. Its armament includes rifles, revolvers and machine guns.

XIV. BASUTOLAND, SOUTH AFRICA.

Although there are no military forces in this country, the Police Force is, however, liable for military service.

This Police Force consists of (i) Europeans, of whom, those other than officers, engage for a term of two years in the first instance; and (ii) natives of from 18 to 35 years of age, whose initial engagement is for one year. All ranks provide their own horses, for which the Government issues equipment and forage. Training is confined to instruction in drill, mounted escorts and guards of honour.

The Force is commanded by a Commandant, with Headquarters at Maseru.

The establishment is 12 officers (British Europeans), 286 "other ranks" (5 British, 281 Basuto natives), and 305 horses;

MOUNTED FORCES OF THE BRITISH EMPIRE 487

armament comprises Lee-Enfield carbines, Maxim, Vickers' and Lewis guns.

XV. SOMALILAND PROTECTORATE, EAST AFRICA.

The only mounted unit is the Somaliland Camel Corps, which forms part of The King's African Rifles. Except for one of the Infantry Battalions of the King's African Rifles, all units may be called upon to serve in any part of the world. British officers, warrant officers and non-commissioned officers are seconded from the Regular Army.

Terms of service for native "other ranks" are 6 years with the Colours in the first instance, with re-engagement for periods of 3 years up to 18 years' service.

Training is continuous and on the same lines as laid down for the Regular Army.

The Somaliland Camel Corps is organized with a Headquarters, 2 camel companies (each of 3 troops and 1 machine-gun troop), 1 pony company of 2 troops and 1 Lewis gun troop, 1 dismounted troop and a depot.

The establishment comprises 14 officers (13 British and 1 native), and 387 "other ranks" (2 of which are British, the remainder being in the proportion roughly of 1 native of Nyasaland to 3 Somalis).

The Headquarters of the Camel Corps, together with 2 companies, are quartered at Burao. There are detachments at Hargeisa and Sheikh.

XVI. THE GOLD COAST COLONY AND PROTECTORATE.

Although the military forces have no mounted formations, the Northern Territories Constabulary (a semi-military force) which is liable for military service within or beyond the limits of the Colony, includes mounted sections.

The establishment of the Constabulary is 5 officers (British Europeans), 487 native "other ranks" and 82 horses. It is armed with rifles and Vickers' guns, and training includes drills, musketry, machine-gunnery, scouting and general mounted infantry duties.

XVII. THE MANDATED TERRITORY OF SOUTH-WEST AFRICA.

The local forces include a mounted force known as the Burgher Force, administered by the local Government, and not by the Defence Department in the Union of South Africa.

Every male European resident who is a natural born or naturalized British subject is liable for service between 20 and 56 years of age, for the defence of the territory.

A commando, consisting of Headquarters, 4 squadrons—and in certain cases a machine-gun section—with an establishment of 28 officers and 477 “other ranks,” is formed in each military district, of which there are five.

Training takes the form of rifle practice and 50 rounds of ammunition are granted to each Burgher. When called out for service, each Burgher brings his own horse if he possesses one.

XVIII. BRITISH HONDURAS.

The only mounted personnel form part of the British Honduras Police Force, the military force (British Honduras Defence Force) being entirely dismounted.

This Police Force is liable for military service in any part of the Colony. Enlistment is for one year.

The establishment is 2 Officers and 137 “other ranks,” including both Mounted and Foot Police. The officers are British, whilst the rank and file consist of Spanish-Americans and negro or coloured men.

Military training is limited to the use and handling of arms (rifles and Maxim guns), and to firing range practices.

XIX. BRITISH GUIANA.

The local forces consist of the Militia and the Police. There are no mounted personnel in the former, but the latter has an establishment of 50 “other ranks” as its mounted branch.

The Police Force, a semi-military body, is liable for service in defence of the Colony against external aggression, and is composed of black Creoles, West Indians, and a few East Indians. Enlistment is for three years.

The Mounted Police are armed with carbines and swords, and military training, apart from the six months' training for recruits at the Police Depot, averages one day per week, in addition to range practices.

XX. THE WINDWARD ISLANDS.

The local forces consist of the St. Lucia Volunteer Corps and St. Vincent Volunteer Corps, the latter comprising infantry only. The former has one section of Mounted Infantry. Enrolment is voluntary for male British subjects between the ages of 17 and 50 years, and is for a period of three years.

Training in the Mounted Infantry Section referred to includes 20 drills for recruits and 16 drills for trained men, in addition to range practices and annual inspection.

The establishment is 1 officer and 30 "other ranks."

XXI. TRINIDAD AND TOBAGO.

(i) The military forces comprise the Trinidad Light Horse and Trinidad Light Infantry, and include British Europeans and native West Indians.

Enlistment is voluntary and service is for three years.

The Trinidad Light Horse has its Headquarters at San Fernando.

The training of this unit includes 20 drills for recruits and 12 for trained men, in addition to range practices and 9 days annually in a camp of instruction. The establishment is 8 officers (European), and 86 "other ranks," mostly British Europeans.

(ii) There is also The Trinidad Constabulary, with an establishment of 19 officers and 877 "other ranks," part of which is mounted. It is an armed force and when called out for actual military service becomes subject to the provisions of the Army Act. Enlistment is for three years, with re-engagement for periods of one year up to a total of 20 years.

The personnel are West Indians, with the exception of 6 officers and 4 "other ranks" who are British Europeans, and 10 East Indians.

Training includes a six months' course at the depot for recruits, in drill, first aid, fire drill and weapon training. Mounted personnel fire an annual revolver course.

XXII. BARBADOS.

No mounted units are included in the military forces, but the Police Force, which is liable for service as an armed body on military duty in the Island, includes in its establishment of 4 officers and 404 (British West Indian natives) "other ranks," a mounted branch. Enlistment is for three years with re-engagement for further similar periods.

The Force is commanded by an Inspector-General, who supervises the military training. The armament includes rifles and Lewis guns.

NOTE.—The information contained in the foregoing article has been obtained from Army Lists, Peace Establishments, and Regulations Governing the Military Forces of countries concerned, and "Notes on the Land and Air Forces of British Dominions, Colonies, etc., 1928."

Whilst the latest known editions of these books, etc., have been consulted, wherever available, it is possible that in some cases the substance given in this article may differ slightly from the conditions actually obtaining at the moment, consequent upon changes that may have been effected since the books of reference were published.



NOTES

EX-CAVALRYMEN'S ASSOCIATION

The following is an extract from the Annual Report (1928) of the Ex-Cavalrymen's Association :

NUMBER OF MEN REGISTERED, NUMBER OF JOBS FOUND BY THE ASSOCIATION, NUMBER FOUND THEIR OWN EMPLOYMENT, AND NUMBER STRUCK OFF BOOKS OR FAILED TO REPLY FROM 1ST JANUARY, 1928, TO 31ST DECEMBER, 1928.

<i>Regiment.</i>	<i>Number of Men Registered</i>	<i>Number of Jobs found by Association</i>	<i>Number of Jobs found by Men</i>	<i>Number of Men struck off Books</i>
Life Guards	1	0	0	0
Royal Horse Guards	10	6	3	2
King's Dragoon Guards	28	21	4	2
The Queen's Bays	32	28	9	0
3rd Carabiniers	25	17	7	5
4th/7th Dragoon Guards	43	14	8	2
5th Inniskilling Dragoon Guards	69	63	14	9
The Royal Dragoons	13	10	3	1
Royal Scots Greys	55	60	10	3
3rd Hussars	57	43	10	4
4th Hussars	21	17	5	3
7th Hussars	13	9	3	2
8th Hussars	20	16	2	0
9th Lancers	33	13	3	0
10th Hussars	19	9	10	0
11th Hussars	36	23	6	1
12th Lancers	8	5	1	0
13th/18th Hussars	30	19	6	0
14th/20th Hussars	23	8	2	0
15th/19th Hussars	37	18	13	4
16th/5th Lancers.. ..	62	42	14	2
17th/21st Lancers	32	19	7	1
Miscellaneous	7	5	1	1
Totals	674	465	141	42

EMPLOYMENT.—It is hoped that all employers of labour who have vacancies for men or who are likely to have vacancies in the near future will notify the Association, which will take special steps to find suitable men to fill their particular requirements.

FINANCE.—It will be noticed that the Balance Credit has grown from £599 10s. 7½d. at 31st December, 1927, to £842 5s. 7d. at 31st December, 1928. The finances of the Association are sounder, but it is essential to build up a larger reserve, as a large part of the work is carried out by unpaid volunteers, and it must be realized that in the future this may not be possible, and that salaried workers may be a necessity, if the Association is to continue its good work. The Committee, therefore, earnestly request that all those (whether employers of labour or private individuals) who have the welfare of the ex-cavalryman at heart, will help the Association not only by applying to it for labour but financially as well.

ALLIANCES

His Majesty the King has been graciously pleased to approve the following alliances :

The Ceylon Mounted Rifles to the 17th/21st Lancers.

The Saskatchewan Mounted Rifles, Non-Permanent Active Militia of Canada to 9th Queen's Royal Lancers.

THE HOG-HUNTERS' DINNER IN LONDON.

About 200 people went to this dinner at the Savoy on the night of June 13, the guest of honour being H.R.H. the Prince of Wales, who was attended by Captain J. R. Aird, Equerry in Waiting. The dinner was the outcome of a suggestion by the well-known writer who conceals his identity under the *nom de guerre* of "Sabretache," and the present function, the first of its kind in England, was organized by him, backed by a very influential committee headed by Lieut.-General Sir Robert Baden-Powell, the famous Chief Scout. The patron of the dinner was H.R.H. the Duke of Connaught, but H.R.H.'s engagements did not permit of his being present in person. H.R.H., however, sent a telegram to the chairman wishing him and all present at the dinner good luck, and regretting his absence. The big ball-room at the Savoy in which the dinner was held was appropriately decorated with boars' heads—some

of which were kindly lent by Messrs. Rowland Ward, the famous naturalists—hog spears, and so forth. Some real grass from the Kadir country, unfortunately was not procurable, but the next best thing was supplied in the way of button-holes of hog's bristles which were kindly sent home by air mail by Captain H. Nugent Head, 4th Hussars, the winner of this year's Kadir Cup, and these were tremendously appreciated by all who were there. Sir John Hewett, Life President of the Meerut Tent Club, Major-General Wardrop, whose very name spells "The Kadir," Lieut.-General Sir E. Locke Elliott, Major-General T. T. Pitman, and countless other winners of the great trophy and of others in India, were present.

Sir Robert Baden-Powell proposed the health of H.R.H. the Prince of Wales, and made a brief reference to H.R.H.'s fine performance in riding the winner of the Hog-hunters' Cup during the Indian tour of 1921-22.

Captain J. S. Scott-Cockburn, M.C., 4th Hussars, sat next to H.R.H., the Chairman, Sir R. Baden-Powell, being on his other side.

Captain Scott-Cockburn won the Kadir Cup in 1924, 1925 and 1927, each time on the same horse "Carclew," and was also in the semi-finals on the same horse in 1923 and 1926. This horse was bred in India by the National Horse Breeding and Show Society of India, which is presided over by Major-General Sir Bernard James, C.B., C.I.E., M.V.O., who was present at the dinner. This performance is a record for man and horse in the Kadir Cup. Captain Catto, 4th Hussars, won in 1926 on "Jack." Captain Nugent Head, 4th Hussars, won in 1929 on "Bullet Head." The first so-called Kadir Cup in 1869, then called "The Meerut Tent Club Cup"—a race and *not* a competition for first spear as it is now, was won by a 4th Hussar—Mr. Bibby on a grey Arab, "Doctor." The 4th Hussars' record is therefore quite unique—1869, 1924, 1925, 1926, 1927 and 1929.

Major-General Sir Reginald Barnes, late 4th Hussars, was present at the dinner. He was very famous as the back of the 4th Hussars polo team in the days when Mr. Winston Churchill

was its No. 1. They won the Indian Inter-Regimental at Meerut in 1899; Captain Catto, the 1926 Kadir winner, was also at the dinner.

It was quite a record gathering of not only distinguished winners of the Kadir Cup, but of other great celebrities in the pig-sticking world, notable amongst whom was Mr. Malcolm Crawford, of Shikarpur, whose name is one with which to conjure in Bengal.

The old songs "The Boar" and "Over the Valley" were sung with great gusto despite their none too easy tunes. The two young officers, who without any musical accompaniment sang the verses, proved the fact that if you want a bold deed done choose a pigsticker.

Our thanks are due to The Secretary and his two Assistants for one of the best evening's entertainment imaginable.

An idea seems to have got abroad that this was a Kadir Dinner, but this is not so, and if it is decided to form a Dinner Club and make it an annual function, it will be on the lines of this, namely, for all who have hunted the boar on a horse with a spear, in any part of the world.

NEW SUBSCRIBERS FOR 1929.

The undermentioned have become subscribers since the publication of the April number :

P.M.C., 2nd Lancers (Gardner's Horse), 2 additional copies.
Adjutant, 21st Lancers (Central Indian Horse), 1 additional copy.
Hon. Secretary, Royal Artillery Mess, Jhansi.
Headquarters, 61st Cavalry Division, U.S.A.
East Anglian Auxiliary Cavalrymen's Association, Norwich.
Officers' Club, Fort Clark, Texas, U.S.A.
Lieut.-Colonel J. P. Morris, Royal Deccan Horse.
Major A. H. S. Wheatley, 18th K.E.O. Cavalry.
Major G. M. Fitzgerald, M.C., 19th K.G.O. Cavalry.
Major W. Van Allen, 14th Canadian Light Horse.
Major E. A. Devitt, V.D., Princess Louise Dragoon Guards.
Major R. L. D. Kaye, Royal Artillery, T.A.

Captain C. B. Thorne, M.C., 3rd Carabiniers.
 Captain J. M. Blakiston Houston, 11th P.A.O. Hussars.
 Captain H. Pigott, late Q.V.O. Guide's Cavalry F.F.
 Captain M. C. Cox, Scottish Horse Scouts.
 Lieutenant M. H. Aird, 9th Queen's Royal Lancers.
 Lieutenant H. G. Trouton, 6th D.C.O. Lancers.
 Farrier-Sergeant J. B. Perkins, Inns of Court O.T.C.

New Subscribers	...	...	...	20
Published in April number	...	...	...	15
				—
Total (1929)	...	...	...	35
				—

THE 6TH (MIDLAND) CAVALRY BRIGADE (AND ATTACHED TROOPS) INTER-YEOMANRY CHALLENGE CUP was run off at the Meynell Hunt Point-to-Point Races at Ednaston on 20th March, 1929.

The conditions were as follows:—Open to Warwickshire Yeomanry, Staffordshire Yeomanry, Leicestershire Yeomanry, 24th (D.Y.) A.C.C., Shropshire Yeomanry, Cheshire Yeomanry, and South Notts Hussars, R.A. Teams to consist of three or more starters, but only the first three of each unit to complete the course to score points.

WARWICKSHIRE YEOMANRY
 (*White Sashes*)

No Entries

STAFFORDSHIRE YEOMANRY.
 (*Yellow Sashes*)

Capt. R. Monckton's b.g. Dick Turpin, aged (Atherstone)	Owner	9th
Capt. G. G. Cox Cox's bl.g. The Castle, aged (Meynell)	Owner	10th
Lieut. J. A. Eadie's b.g. Defiance, 8 yrs. (Atherstone)	Owner	5th
Lieut. D. Fisher's ch.g. Red Lad, aged (Belvoir)	Owner	4th
2/Lieut. H. Sidebottom's br.g. Rexthorpe, aged (New-market and Thurlow)	2/Lieut. H. Davies	—

LEICESTERSHIRE YEOMANRY
 (*Red Sashes*)

Major C. J. Henry's g. Machiavelli, aged	Owner	—
Capt. H. A. Pelly's b.g. Burton, 7 yrs. (Fernie)	Owner	fell
Lieut. J. Atkins' ch.g. Neptune, 6 yrs. (Atherstone)	Owner	7th
2/Lieut. Mountjoy Fane's b.g. Ios, 7 yrs. (Cottesmore)	Owner	—

DERBYSHIRE YEOMANRY

(Blue Sashes)

Capt. Evan Baillie's ches.m. Tara, aged (High Peak)	Owner	—
Capt. Andrew Knowles' b.g. Exarch, 5 yrs. (Meynell)	Owner	2nd
Lieut. R. K. Knowles' ch.m. Vanity Fair, aged (Meynell)		
Lt.-Co. Sir Philip Brocklehurst		3rd
Lieut. T. H. Barnes' br.m. Vixen, aged (Meynell)	Owner	—
Lieut. Sir Ian Walker's br.g. Rosedale, aged (Meynell)	Owner	8th

SHROPSHIRE YEOMANRY

(Brown Sashes)

No Entries

CHESHIRE YEOMANRY

(Green Sashes)

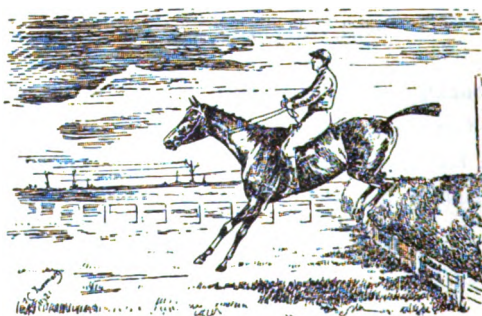
Capt. J. Smith Maxwell's b.m. Johannah, 6 yrs. (Cheshire)	Owner	fell
Capt. Mark Sykes' m. Rosamund II, 8 yrs. (Cheshire)	Owner	1st
2/Lieut. D. le Marchant's br. m. Miss Binnie, aged (Belvoir)	Owner	6th

SOUTH NOTTS HUSSARS YEOMANRY

(Mauve Sashes)

No Entries

Result : 1st, Rosamund II ; 2nd, Exarch ; 3rd, Vanity Fair.
 Won by two lengths ; two lengths between second and third.
 Derbyshire Yeomanry won the Challenge Cup.



REGIMENTAL ITEMS OF INTEREST

9th Queen's Royal Lancers, Trimulgherry, India.

REGIMENTAL HISTORY.

1st February to 30th April, 1929.

ATHLETICS.

Area Athletic Meeting.

3 Miles.—2nd, L/Cpl. Grandy.

1 Mile.—1st, L/Cpl. Grandy.

220 Yds.—3rd, Bdsm. Leach.

"G" Battery, R.H.A. Sports.

Open Section Tent Pegging :

2nd.—9th Q. R. Lancers.

98th and 80th Battery's R.A. Sports.

Open Jumping—Officers :

1st.—2nd Lt. A. F. Phillimore.

BOXING.

The undermentioned were successful in contests held at the Loyals' Boxing Tournament :

Tpr. Westerman, Light Heavy; Tpr. Laybourne, Feather Weight;

Tpr. Wright, Bantam Weight; Tpr. Emblem, Middle Weight;

L/Cpl. Rickerby, Welter Weight.

Deccan District Boxing Tournament.

The Regimental Team was beaten in the semi-finals by 1 point against Training Centre Royal Corps Signals, Jubbalpore.

Squadron and Troop Shield.

The following is the result of the Squadron and Troop Shield from 1st April, 1928, to 31st March, 1929 :

1st.	3rd Troop " C " Squadron...	...	187	points.
2nd.	1st Troop " A " Squadron	...	183	points.
3rd.	M.G.3. " HQ." Squadron...	...	180	points.
4th.	1st Troop " B " Squadron	...	176	points.
5th.	1st Troop " C " Squadron	...	170½	points.
6th.	2nd Troop " B " Squadron	...	165	points.
7th.	2nd Troop " A " Squadron	...	164½	points.
8th.	2nd Troop " C " Squadron	...	158½	points.
9th.	4th Troop " C " Squadron	...	157	points.
10th.	{ M.G.2. " HQ." Squadron	...	155½	points.
	{ 3rd Troop " A " Squadron	...	155½	points.
	{ 4th Troop " A " Squadron	...	155½	points.
13th.	Signal Pt. " HQ." Squadron	...	150½	points.
14th.	4th Troop " B " Squadron	...	150	points.
15th.	3rd Troop " B " Squadron	...	145½	points.
16th.	M.G.1. " HQ." Squadron	...	143	points.

Squadron Points.

" HQ." Squadron	...	...	371½	points.
" C " Squadron	...	...	338	points.
" A " Squadron	...	...	273	points.
" B " Squadron	...	...	227	points.

13th D.C.O. Lancers, Jubbulpore, C.P.

April, 1928, to April, 1929.

1. Delhi Horse Show.

Events competed for : Tent pegging ; I.O.'s chargers ; I.O.Rs. Jumping ; Troop Horse Riding ; Jumping (Open).

*Results :**I.O.Rs. Jumping :*

2nd Prize.—" Hukam," ridden by Dfr. Hari Singh.

Troop Horse :

1st Prize.—" Moti," ridden by Dfr. Bir Singh.

I.O's. Chargers :

1st Prize.—" Mor," ridden by Woordie Major Talib Shah.

2. Other Events.

The Regiment gave a torch-light tattoo display on 14th March, 1929.

Display consisted of : Vaulting, Trick ride, Musical ride, Khattack dance, Raid of a bazaar by Frontier tribes.

HOME AND DOMINION MAGAZINES.

"The Houghunters' Annual" satisfies a want long felt by its devotees for literature concerning the premier sport of the East.

How often in the past have they scanned the contents columns of the "Field" or the "Pioneer," or searched the pages of the "Sporting and Dramatic" for accounts and pictures of Pig sticking, only to meet with disappointment? To them comes the "Annual" as manna in the desert, and it is pleasing to find that the second is an improvement on that excellent first volume which rejoiced their hearts a year ago.

The cover, the printing and the illustrations are decidedly better than last year, whilst the price remains a moderate one.

The Editors are to be congratulated on the improvement and on the real interest of the articles and illustrations, which avoid repetition.

It is hoped that all Hog hunters will show their gratitude by becoming regular subscribers and making the existence of the "Annual" known to their sporting acquaintances, as it can be appreciated that an assured income is necessary to its successful maintenance.

Much care has been spent on the compilation of Tent Club summaries and the excellent accounts of the two principal events of the year, the Kadir and Muttra Cups, and it is a good idea to give photographs of these and other coveted trophies.

The articles are various—instructive and entertaining. "An American's view of the Kadir," "Reverie," written in true P. G. Wodehouse style, "On and off in the Meerut Kadir," "Umpiring," "Spearing behind," "Spearing" and the excellent notes on Houghunters' "First Aid" may appeal most.

Of the Poems, the recent death of Leslie Crump may influence his many friends to favour "Where?"

The photographs of the Kadir Cup, 1928, and of the three magnificent boars killed by the Nagpur Hunt, are particularly good, and the drawings of "Snaffles," "H. M. T." and "J. D. G." are clever.

Reminiscences of that great soldier sportsman, Lord Rawlinson, and that versatile horse advocate, suggest a popular feature for future issues, which might include character sketches of well-known performers of recent years, human and equine.

"HAWK."

"Journal of the Royal Artillery." April, 1929.

There are several articles of general, as distinct from purely artillery, interest in this number, the most important being a discussion of the strategic and tactical features of the battle of Amiens on 8th August, 1918, by Lieutenant-General Montgomery-Massingberd, the Chief of Staff of the Fourth Army at the time. This is full of valuable matter, and it is pleasant to note the praise given by the writer to the enemy commander, Prince Rupprecht of Bavaria, without whose determination and optimism defeat might have become disaster. The value of surprise and the influence of the individual leaders on either side are in fact considered to be the main lessons of the battle. Colonel Grasset of the French Army, an experienced military historian, has given a series of hints on "How to do it" which may encourage—or perhaps deter—those who aspire to follow in his footsteps. A lecture by Captain Ramsay, R.N., on current naval problems, particularly those connected with the employment of fleets in war and the effect of international agreements, progress and inventions on the size and compositions of fleets, is reprinted and is of great interest, as are also articles on the French Ecole Supérieure de Guerre, the Transjordan Frontier Force, and the caravan road to Sinkiang. Artillery questions discussed are battery tactical training, radio telephony for purposes of inter-communication and the dependence on policy, strategy, and

tactics of the design and provision of weapons ; and sport is represented by an article on racing in India.

“The Police Journal.” April, 1929.

This number contains much of general but little of purely military interest. It opens with a valuable article on the “Limitations of Evidence,” in which the writer, Mr. Herbert Winstanley, shows how liable to error is evidence even when based on the five senses and how much to be mistrusted are even our own eyes and ears, let alone noses, palates and feelings. There are also two interesting narratives, one of a queer case of suttee in India, another (to be continued) of the career of one David Haggart, the arch-escaper of Scotland who managed to crowd into a short life—he was hanged at the age of twenty—a series of prison-breaking exploits comparable to those of Baron Trenck or Jack Sheppard. More technical articles, such as those on the Prussian and South African and North Borneo police, traffic control, rum running in British Guiana, police dogs in South Africa, and crime in the Arctic and the Gold Coast, make up the remainder of the contents.

“The Fighting Forces.” April, 1929.

Sport, Travel, Motoring, Fiction and Book Reviews, all featured on the cover of this number, go to fill up close on half of its pages. The Editorial Notes, in which the Editor certainly lives up to his ideal of “having something definite of interest to say and a trenchant method of saying it,” this month deal in the main with the Service Estimates and as far as the army is concerned with questions of promotion, especially in the Royal Artillery, and mechanization. As regards Service articles, Captain Liddell Hart, basing himself on the evidence afforded by Binding’s “A Fatalist at War,” describes the viewpoint and psychology of the German soldier in the West during the war ; Flight Lieutenant Reeve discusses the causes of war, which he considers to be as potent now as they were before 1914 ; Lieutenant Allen attacks the problem of the

maintenance of mobility in an infantry battalion and finds a solution in a large addition of bicycles to its establishment ; and Major Edwards describes the various methods of commemorating war service, such as battle honours on Colours, badges, titles, and mottoes. All these varied items make up an excellent number of the periodical.

“ Journal of the United Service Institution of India.” January, 1929.

The last few numbers of this journal have reached such a high standard that it must have been difficult to maintain, as one feels that in this issue it has hardly been. Opening with an interesting account of a flight to Chitral by Lieutenant-Colonel Routh, its pages go on to deal with such varied but somewhat dull subjects as courts martial, life assurance, camps of exercise and the prophetic meaning of the Great Pyramid—if any. The two remaining articles, the one on the fire power of an Indian infantry battalion, and the other the second prize essay on the training of the Indian Army, hardly remove the general atmosphere of useful but prosaic dullness. Even the regular features, editorial notes, book reviews and correspondence have lost some of their usual interest.

“ Canadian Defence Quarterly,” April, 1929. (Ottawa.) 50c.

That this Quarterly distributes its favours fairly is evidenced by the fact that the current number contains interesting articles with such varied titles as “A Brief History of Infantry Tactics,” “Civil Aviation in Canada, 1929,” “With Coastal Boats in North Russia,” and “Some Comments on the Relations between the Services.”

The last of those mentioned has some very shrewd comments on the establishment of a common understanding and a bond of sympathy between the Services. The writer points out that smug self-satisfaction and mutual dislike of a third do not help matters. He, however, credits each Service with the asset of a sense of humour which may prevent petty differences becoming

obstacles. For perfect co-operation between the Admiralty and the War Office he recommends the suggestion of a bar under Whitehall with a tunnel to each building; probably the Air Ministry might be willing to co-operate on the same lines.

The Editor acknowledges with thanks the receipt of the following :

<i>The Royal Engineers Journal</i> ...	March, June, 1929.
<i>The Military Gazette</i>	Nos. 3, 4, 5, 6, 7, 8 9.
<i>The Houghunters Annual</i>	Vol. II.
<i>Journal of the Royal Army Medical Corps</i>	March, April, May, 1929.
<i>The Journal of the United Service Institution of India</i>	January, April, 1929.
<i>The Royal Tank Corps Journal</i> ...	March, April, May, 1929.
<i>Our Empire</i>	March, April, May, 1929.
<i>On the March</i>	March, April, May, 1929.
<i>Faugh-a-Ballagh</i>	January, 1929.
<i>The Ypres Times</i>	April, 1929.
<i>The Wasp</i>	March, 1929.
<i>The Yorkshire Hussars Magazine</i>	April, 1929.
<i>The Wiltshire Legionnaire</i>	September, 1928.
<i>The Fighting Forces</i>	April, 1929.
<i>The Scarlet and Green Journal</i> ...	1928.
<i>The Journal of the Society of Army Historical Research</i>	
<i>The Journal of the Indian Army Service Corps</i>	April, 1929.
<i>The Eagle</i>	April, 1929.
<i>The Strathconian</i>	April, 1929.
<i>The Goat</i>	May, 1929.



FOREIGN MAGAZINES.

COLONEL MEYER continues in the March-April number of the "Revue de Cavalerie" his account of the operations of the Cavalry Corps of von der Marwitz during the ten days which elapsed between the 24th August and 5th September, 1914. He shows that the Cavalry Corps Commander suffered from being placed first under the orders of one commander and then of another, and that a succession of contradictory orders, based largely on faulty information, led to the cavalry being sent where they could achieve least; while men and horses were greatly exhausted by injudicious movements, and the British Army, fighting in retreat, was but little harassed by the German cavalry. On the 25th August von der Marwitz had been specially directed by von Kluck to follow up the British and cut off their retreat towards the west; but the condition of the horses, and the good front shown by the retreating British, made it impossible for von der Marwitz to carry out these orders. The Battle of Le Cateau is only very briefly dealt with, but it is shown that the German cavalry wholly failed in outflanking General Smith-Dorrien's Corps. Colonel Meyer's summing up is a severe indictment; he points out how very little the German Cavalry Corps really achieved, how many were the opportunities of which it made no use, that its energies were simply frittered away, until von Moltke reported to the Kaiser that "there was not a single horse in the army capable of moving out of a walk."

At the same time Colonel Meyer finds that the blame for failure rests mainly with the High Command, that the cavalry was ill-supplied from every point of view—in guns, automobiles, accompanying infantry, and stores and aircraft; while instead

of being placed under an Army Commander, the Cavalry Corps should have been under the High Command only.

Captain Olleris continues in this number his account of the operations of the Austrian cavalry in Galicia in the very early days of the war, and describes the opening combat of this campaign, one which to readers unacquainted with the terrain needs larger scale maps than the single one provided. This number also contains a brief account of the speeches recently delivered by Field-Marshal von Hindenburg, and other leaders of military opinion in Germany, on the future employment of cavalry, and to this is added a *résumé* of the cavalry instructions lately issued. It is throughout emphasized that there is to be no idea of giving up the mounted combat, but that its success depends more than ever upon the elements of surprise and envelopment.

In the last two numbers of the "Militärwissenschaftliche Mitteilungen," Colonel Kizling has told the story of the campaign against Rumania, and in this last, the May-June issue, he sums up the story by stating that Rumania made two very great and costly mistakes: she entered into the war some six or eight weeks too late, and she was unwise in not having placed from the very outset the whole of her available strength in the field.

The April number of the CAVALRY JOURNAL (United States) contains a very interesting account of J. E. B. Stuart's famous Chickahominy Raid. Begun as an operation to obtain information, it developed into the encirclement of the whole Federal Army. "The Horse and Machine" describes a recent unfortunate ambush in N. Africa and brings out some useful lessons on the subject of Protection of Armoured Cars. Colonel Wiktorin sets forth his views as to the ideal organization of a Cavalry Regiment, which, he states, should consist of regimental headquarters, 4 squadrons, 2 M.G. squadrons, one artillery platoon (2 light guns), one signal platoon, one engineer platoon and the train. The approximate strength would be 50 officers, 1,250 O.Rs., 1,450 horses, 60 wagons and 14 motor vehicles.

Major Shekerjian deals with chemical warfare in cavalry operations. This article should be read in conjunction with Colonel J. Aitken's "The Horse in Gas Warfare" in this number of the CAVALRY JOURNAL (Great Britain).

There is also an interesting article entitled "The Cavalry School, 1919-29," which describes the changes in organization and the present curriculum at Fort Riley.



RECENT PUBLICATIONS

“The Way of a Man with a Horse.” By Lieut.-Colonel Geoffrey Brooke, D.S.O., M.C., with Veterinary Notes by Colonel A. G. Todd, R.A.V.C., D.S.O., and a chapter on Pigsticking by Lieut.-Colonel Arthur Brooke, D.S.O., M.C. (Seeley Service & Co.) 21s.

The editors of the Lonsdale Library are lucky in having secured the services of Lieut.-Colonel Geoffrey Brooke to compile the volume on equitation. Colonel Brooke is one of the best horsemen in England and has made equitation a life study in all its branches. He is also one of those cavalry officers who can wield the pen as well as the sword. The keynote of this volume is “sympathy,” and Colonel Brooke tells us how this should be developed. The illustrations are excellent and really do show the various points in equitation which the book teaches.

The Veterinary Notes by Colonel Todd and the chapter on Pigsticking make this volume of the Lonsdale Library the most complete treatise on horses, ponies, and horsemanship yet published.

T. T. P.

“The Path of Glory.” By George Blake. (Constable.) 6s. net.

Mr. Blake has achieved the rare distinction of successfully combining comedy with the tragedy of a peculiarly tragic campaign to produce a vivid yet delicate picture. Without overpainting a single detail he conveys in a simple narrative the life of Col. Macaulay from the moment he is swept into Kitchener's Army by the call of the pipes at a Clydeside football match to the moment when, wounded and frenziedly seeking his one friend, John Macleod, he dies beneath Achi Baba. The sketches of the Gallipoli campaign are incisive, vital; the characterization—so far as a Southerner dare judge—perfect; the literary style is a model of simple, direct prose. The book is

not only a brilliantly-inspired chronicle of the common-place; it is an arresting commentary on unconscious, unquestioning heroism.

R.E.

“Field-Marshal Earl Haig.” By Brig.-General Charteris.
(Cassell.) 25s. net.

General Charteris, who was closely associated with Haig for several years before, and during the War, has given us an intimate life of the Field-Marshal, which is of absorbing interest and his book confirms the impressions generally held by the public.

The author has laid stress on Haig's logical and practical mind, his self-reliance and deep religious faith, and he has brought out the interesting statement that Haig believed that his mission in life was pre-ordained, *i.e.*, to lead the British Army to victory.

The preliminary chapters showing Haig's foresight and his preparations for the great conflict are perhaps the most interesting. According to General Charteris it was Haig who first stated that the War would last three years, whilst the nation was contemplating a war of weeks. Haig's greatest weakness, if it can be called such, was his lack of power of expression with his tongue, although this power was forcible on paper.

The account of the intrigues which existed not only amongst politicians, but unfortunately among the high-placed military leaders, shows the difficulties with which Haig had to contend, and the part he took in the conferences and discussions that led to unity of command are most instructive.

It is little realized that it was on Haig's responsibility and decision alone that the Great Hindenburg Line was attacked, and for this operation he received but little support from home. According to the author, the final allied attacks were all based on the plans of Haig, who gave the correct inspiration to Foch.

This book is well arranged, and appears to have been written without effort. It provides many new interesting facts, but it must be borne in mind that it is not the official life of the “Great Leader.”

"Practical Horsemanship." By Captain J. L. M. Barrett,
13th/18th Hussars. (H. F. & G. Witherby & Sons.)
12s. 6d. net.

There are few better qualified to write on this subject than the present Equitation Instructor at Sandhurst. He describes his book as being written for the novice of every age, so it ought to be widely read as most of us will admit that we are still novices in the very wide field of study of the horse.

Captain Barrett divides riding instruction into two stages, the Passive and the Active. In the former the pupil does not have to attempt to control his horse, his whole efforts being concentrated on acquiring a firm and independent seat. In the Active stage, which follows, he is taught to control his horse.

Even those who are tired of the arguments for and against the forward seat should read Captain Barrett's chapter on this subject. He bases his arguments on "balance" and the "spring out" of the horse. Colonel McTaggart, in his book "From Colonel to Subaltern," may have left doubt in the minds of a few, but Captain Barrett's common-sense views will leave not many doubts behind them.

The author has made a very valuable addition to Lt.-Colonel Geoffrey Brooke's chapter on Show Jumping in "In my Opinion," in which the "Take-off Zone" is described. Captain Barrett enlarges on it by explaining the method of "Timing" to bring about the correct "Take off."

"Three Persons." By Sir Andrew Macphail. (John Murray.)
10s. 6d. net.

The author's object in writing this book is to assist historians in their scrutiny of the "Three Persons" who had so great an influence on the conduct of the War, and he maintains that the publication of Sir Henry Wilson's Diaries is justification for what he has written about him. Many do not agree with Sir Andrew Macphail that the publication of the Diaries was justified, and those who are of this mind will doubt the wisdom of publishing the first part of this book. This is divided into four chapters and examines Sir Henry Wilson first as strategist,

and then in turn as soldier, adventurer and politician, in the cold light of statements written in his diary which were obviously never intended to be published.

The author's intent in writing of Colonel House is to answer for the bewildered historian how it came to pass that a private person with no public office and desiring none attained to a power so immense, the familiar of European Kings, the confidant of despairing statesmen, enemy and allied, the secret emissary to warring nations, the single person whom the American President trusted. Sir Andrew Macphail has also answered another question which history has not yet faced, "Why did the Americans declare war upon Germany?"

Only 40 pages of this book are devoted to Colonel Lawrence. The author begins with what is akin to a review of the American publication "With Lawrence in Arabia" and of Mr. Robert Graves' book entitled "Lawrence and the Arabs." The author evidently is of the opinion that the part played by the Arabs—the satiation of their lust for cruelty against the Turks and of their passion for destruction and loot—had little effect on the final issues in that theatre of war. Soldiers probably disagree on this point and they certainly will disagree that "Colonel Lawrence went into the desert to found a nation and brought home a book."

Lawrence made the Arabs realize that here was a body and a mind superior to their own. There is much for a soldier to learn from his example—leadership and endurance perhaps first and foremost—and it is improbable that the note on which Sir Andrew Macphail ends his very scathing and critical book will come about "To be forgotten by my (Lawrence's) friends."

"The Further Side of No-Man's Land." By V. W. W. S. Purcell. (J. M. Dent & Sons, Ltd.) 7s. 6d. net.

This novel describes the author's experiences in the German attack on the Craonne plateau in May, 1918, and his subsequent adventures as a prisoner in Germany.

Although the narrative of his experiences in a German hospital and in two prisoner-of-war camps, and the accounts of

attempted escapes have the merit of being records of real happenings, they are disappointing when viewed in the light of accounts of a wounded prisoner's life in Germany.

The author's descriptions of the effect of the brutally intimate life of the prisoners, in which "there was no disguising those little foibles and flaws which are easily kept under in a civilised existence," should lead the reader to refresh his memory of the wonderful courage and spirit of Colonel "Toby" Rawlinson who with four British soldiers was confined by the Turks in one small room for twelve months.

"Sand." By Will James. (Charles Scribner's Sons.) 10s. 6d. net.

This story of a man and a horse, told in cowboy language, should appeal very much to every lover of the horse.

The man is the dissipated son of a wealthy townsman who got lost and drifted into a cowboy camp, where he soon realized what a contemptible youngster he was.

He longed to be like the cowboys, and hearing of the wild black stallion which nobody could catch, he set his heart on doing so.

The story of how for two years he set himself to learn the tricks of the trade, and of how single-handed he captured the black stallion and broke him in is a very remarkable one, and more especially since the author "knowed such a feller as I'm writing about here."

"The Case of Sergeant Grischa." By Arnold Zweig. (Martin Secker, 1929.) 7s. 6d. net.

This excellent translation of a very remarkable German novel is the tragic story of a Russian prisoner on the Eastern front.

Grischa, having escaped from a prisoners' timber camp, is recaptured at Mervinsk after many weeks of wandering in the forests. There he is sentenced by a Divisional Court-Martial to be shot as a spy. It transpires after the trial that he was tried under the assumed name of another Russian, Paprotkin, since dead, whose identity disc he was given by a girl he met in the forest who fell in love with him. The Divisional Com-

mander submits the case to Headquarters, Eastern Front, who decide that his execution is to be carried out.

Arnold Zweig's descriptions of the various characters who do their utmost to save Grischa, to see that justice is done and thus to uphold the honour of the Fatherland are very forceful. But the Generalissimo and his Prussian tools are too powerful. The weak and old Divisional General has to acknowledge defeat.

Sergeant Grischa is executed. The descriptions of his last 48 hours are very poignant.

To quote "The Times Literary Supplement": "No summary can even suggest the orderly richness of detail with which Herr Zweig has expressed every aspect of his theme . . ."

"The Days of Separation." By John Dellbridge. (John Long.) 7s. 6d. net.

Mr. Dellbridge's novel is reviewed in this Journal since soldiers—and especially those either now serving on the North-West Frontier or who have a knowledge of the Frontier—have for some time been watching the trend of events in Afghanistan.

The author has a great power of description of life on the Border and in Afghanistan itself, of which he has made full use in this very good tale of adventure, which took place during and after the hostilities of 1919.

"The Story of H.M.S. 'Victory.'" By Geoffrey Callender. (Philip Allan.) 3s. 6d.

This biography of H.M.S. "Victory" was originally written by Professor Callender sixteen years ago to help in awakening national interest in the perilous condition of Nelson's famous flagship. The "Victory" has now been saved and is preserved for ever in dry dock, restored as far as possible, both aloft and inboard, to her state at Trafalgar. The profits of this edition, published now in the Nautilus Library, are handed over to the Restoration Fund to assist in completing its task. Certain articles of Nelson's furniture, etc., may shortly come in the market, and it is hoped to obtain these for their proper resting place.

The story is attractively written and gives a vivid picture of naval life in the eighteenth century. Professor Callender tells not only of the campaigns in which the ship took part, of her share in the War of American Independence, of Toulon, of St. Vincent and of Trafalgar; he describes also the small details of design and construction, of the press-gang and of life on board ship in peace and in battle. The right size to be slipped into a pocket, this is a volume which can be confidently recommended.

H.N.K.

“Indian Whirlpools.” By Ronald Grimshaw. (Alexander-Ouseley.) 7s. 6d.

In spite of a most lurid cover, this is not likely to be a “best-seller.”

Part I. endeavours to describe life in official and military India, with its sport and social interests, adding a few incidents to liven it up.

Part II. finds the European families shut up in Nadirpur Fort owing to a general revolutionary outbreak: they subsequently move under the protection of a local Rajah to his hill station. From there the Villain (the Rajah, of course) beguiles the Heroine and the wife of an N.C.O. and shuts them up in an isolated tower in the middle of a secret lake. The Hero goes off to rescue them “disguised as a Mahommedan of humble circumstances,” carrying only “my Mauser automatic pistol, with its shoulder piece, two hundred rupees in cash, my compass, small camp canteen, electric torch and washing things!” The “Mahommedan of humble circumstances” must have looked rather unusual. With the help of a friendly Rajah (an “also ran” for the Heroine’s favours) and an aeroplane, both doing some astonishingly good work, the rescue is effected with the inevitable result.

H.N.K.

“Ypres—Outpost of the Channel Ports.” By Beatrix Brice. (John Murray.) 2s. 6d.

This short historical guide, published with a foreword of recommendation by Lord Plumer, should be of use to the visitor

to the Salient, whether tourist or pilgrim. It consists of :—

- (a) A summary of the Battle of Ypres.
- (b) A description of the seven main routes starting from or encircling the city.
- (c) Notes on the landmarks, memorials and cemeteries in the Salient, given alphabetically.
- (d) A description by Lieut.-General Sir William Pulteney of the British Settlement and its aims, together with an interesting translation of an article from the "Berliner Tageblatt" on the Menin Gate Memorial. H.N.K.

"All Quiet on the Western Front." By Erich Maria Remarque.
(G. P. Putnam & Sons.) 7s. 6d. net.

The author, who was sent to the Western Front at the age of 18 straight from school in the Rhineland, has described in very great detail the horrors of war as experienced by a private soldier.

The object of his book is to set out the case of the youth of Europe which the war destroyed and thus to deduce that we all to-day suffer from the consequences of the war.

Although this book has the mark of genius and critics regard it as the greatest of war books, it seems as if the soldier's verdict will be that the horrors they have seen with their own eyes and which are so vividly described in this book are not things which they ever have or ever would wish to narrate.

"Die Reiterkämpfe bei den Olympischen Spielen, 1912, 1920, 1924 and 1928." By G. Rau. (Konrad Witter, Söhne, Stuttgart). Ms. 12.

In this book the compiler describes, in very considerable detail, the mounted competitions which took place at the Olympic Games held at Stockholm in 1912, at Antwerp in 1920, at Paris in 1924 and at Amsterdam in 1928, on all of which occasions, except in 1920, British competitors took part. The writer does more than give a mere list of the events and prize-winners; he traces the development of the *Reitkunst* during the last twenty years, points out the influence and

importance of the various schools, and shows what each in its turn has done to bring the riding as displayed in these various competitions to the present very high standard of excellence. Mr. Rau would seem to claim that every nation in turn has set a standard which almost each one of the other contending peoples has in its turn improved upon; in the beginning the Italian school was meticulously followed; then the Swedish competitors established a lead; until finally, so the author informs us, the Germans are second to none in the very special education of man and horse required for mastery in the mounted events of the Olympic Games.

The author would seem to contend that English competitors keep too much to the hunting seat, and that they leave a great deal to the natural abilities of their mounts—that in fact they are less *mechanical*, if we may employ such a term, than are the bulk of their fellow competitors of other nations. There is one interesting point of another kind which seems to emerge from a study of the pages of Mr. Rau's interesting little book; in the earlier days of these competitions quite fifty per cent. of the horses competing bore English names and appear to have been bred in Great Britain; in later years this is not so noticeable, and indeed in Germany there now appears to be an order that officers competing must ride horses bred in Germany.

The book is well illustrated with photographs of competitors, and plans of the courses followed in the different events of the Games.





2000

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COACHING DAYS

By CAPTAIN E. W. SHEPPARD, O.B.E., M.C.

It is the privilege of aged men to look back with longing, mellowed by lapse of time and failing memory, on the days when they were younger, and to regale their adoring and reverent juniors with tales of the chimes at midnight and of the times when dear old Plancus was consul.

Oh! the days when I was young
When I laughed in fortune's spite;
Talk'd of love the whole day long
And with nectar crowned the night.

The return of road traffic as a result of civil mechanization has awakened a spate of memories in these ancient breasts, and those of us who see our history only in the deluded light of grandfather's recollections must by now have gathered a highly coloured and strikingly picturesque idea of the days when the stage coach shed its glamour and romance upon the road. Artists and bookmakers (using the term to mean makers of books, not shouters of odds) have conspired together to their own profit and our deception to foster this vision in our minds. In a gloriously produced book just published, entitled "The Romance of the Road," Mr. Cecil Aldin refers to the days when

the road was romantic, not, as it is to-day, "a sink of mechanical toil"; and Mr. Charles Harper, to whose delightfully chatty and knowledgeable work the present writer is glad to acknowledge his very considerable debt, spoke regretfully, as long ago as 1903, of the threat to the "picturesqueness" of the old roads, and of the "perilous state" of Old England when it could seriously be proposed to remodel them so as to make them usable by motors. What Mr. Harper would say to-day on this subject would probably not bear reprinting; certainly there is mighty little picturesqueness about the modernized road and mighty little pleasure about it when it is crowded with motor traffic. The roadside inn is hardly a thing of beauty and a joy for ever; nor does it even, in too many cases, live up to its primary task of feeding its patrons well and cheaply. Moreover, the general standard of driving on the roads to-day is on the average so low as to give rise every year to a truly portentous total of casualties; while horse, cyclists and pedestrians are all in turn being gradually driven from the common highway into the byroads, from which it is literally often as much as their lives are worth to emerge.

As against this picture of sordid and smelly materialism, set that of the road one hundred and odd years ago, when the horse was, except for feet and wheelbarrows, the only means of locomotion for rich and poor alike. How glorious the vision of the stage coach, constructed for use but not devoid of beauty, capable of riding at an even comfortable over-all speed, of standing up to all normal weather, and of traversing any and every road! How thrilling the sight and sound of its admirable team of horses built alike for strength and speed, glossy in their pink of conditions, trained to a hair, manageable at a touch, at once the servants and the friends of man. How human the driver of the coach with his cheery spirit, and how reliable in his proved ability to handle his fine team! How trusty and honest his helpmate the guard, friend and helper to all travellers, musician and fighting man too, if need arose! Add those other satellites among the servants of the coach, ostlers, grooms, post-horse boys in the stable and inn yards; mine host

or hostess, and their subordinates—waiters, cooks, chambermaids—within doors! Picture the busy bustle of an inn yard, as shown in the illustrations to this article, at the times of starting of the coaches. What can the present day show us to compare to it for excitement, fascination, and jollity? What could be more picturesque, more romantic than this *tout ensemble*? Happy days when Plancus was consul, and when all the world was young!

Unfortunately a breath of reality tends somewhat to dispel these glowing visions. We are prepared to agree that on a summer morning, with the bright sun shining, and the mild breeze blowing, there was much pleasure to be got out of a steady drive along the tree-bordered roads and through the pretty old-world villages of Old England, behind a fine upstanding quartette of well-matched horses, in charge of a competent and friendly crew, and in the company of congenial fellow travellers. Summer in England then as now was, however, too often a fleeting brief interlude amid long dreary spells of indifferent or downright bad weather; and how great an influence such weather exercised on the comfort and temper of the coachmen and their charges, few of us, in these days when the acme of travelling inconvenience is an occasional unwarmed railway carriage or a brief spell of mechanical repair by the roadside, can have any conception. Even in summer a coach journey of any length involved travelling at night, and nights, which are almost always chilly, are never really well spent except in bed. In the winter night, even more than day, travel was a matter of extreme discomfort often verging on torture. One of the writer's most cherished possessions is a grandfather of incredible age, whose reminiscences have left him under no delusion as to the desirability of winter travel by coach—at any rate, for the outside passengers. It was apparently the regular thing for these unhappy wights to reach the end of a stage so numbed and paralysed, despite wrappings of portentous thickness and voluminousness, as to be quite unable to move; the inn staffs had to lift them down bodily, unwind their encircling garments, and lay them out mummylike to thaw before a roaring

fire—an agonising process which, in view of the shortness of the periodical halt, was only just or even only partially completed before the coach moved on again, and the miserable creatures with it, to undergo the same refrigeration once more and yet once more, and so on to their journey's end. Many of the less heroic, after a few hours of this misery, refused to face it further, and fled for refuge to the warm fires and beds of some welcoming inn, careless of the seat they thus left empty and paid for—and small blame to them!

There were other delights attendant on a place as outside passenger on a coach—quite apart from its peculiar perils in case of upset or accident, to which we shall come later. After it had been decided, as a result of certain regrettable incidents concerned with highway robbers, to arm the guards of certain coaches and in particular those of the mail coaches, the guard had a playful habit of discharging his blunderbuss at uncertain intervals, either as a matter of precaution, to warn off any lurking predatory gentry, or in a sporting spirit at passing birds or beasts, or out of pure light-heartedness, to encourage himself and others. His skill being usually in inverse proportions to his enthusiasm, he frequently perforated a hat, and once or twice a head, belonging to an outside passenger; the horses were frequently so terrified as to bolt and cause a smash; and the nerves of the travellers in, and especially on, the coach suffered a series of shocks which recurrence never rendered less acute. The guard was also armed with a cutlass and a bayonet which folded back against the barrel of the blunderbuss and sprang into position on a spring being touched—accidentally or otherwise. How many casualties, one wonders, were caused by this truly satanic contrivance? He also had, and used, certain musical instruments compared to which the saxophone may be said to give forth celestial strains, and performed on these with unflagging zeal and inexhaustible breath on any suitable or not so suitable occasion, directing his horrible noises straight into the ears of the outside passengers.

The most coveted of the outside seats was, of course, that on the box beside the coachman. Here one had presumably the best



THE COMFORTS OF BEING DROVE LIKE A GENTLEMAN



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62

view to the front, though the absence of such view suffered by the passenger sitting immediately behind a portly coachman must have been somewhat compensated for by some degree of shelter from wind and weather; one enjoyed the conversation of Jehu—if he had any, or was in a mood to give free rein to it, which was not always the case; and one had also, for the usual monetary consideration, occasional opportunity of taking the reins and driving the coach oneself. This practice was in actual fact ferociously frowned upon by law and coach proprietors alike, the former in the interests of passengers, the latter in that of their property; but it was very common nevertheless and resulted in a considerable crop of accidents and in constant imminent peril to the novice's fellow travellers. Most of these latter in fact at once leaped off in order to escape a worse fate; there is a print in existence showing them so doing, and one young lady in the act of diving into the hedge unveiling nearly as much nether limb as the modern typist. In the Augustan age of coaching, between 1820 and 1840, the amateur coachman was a frequent figure on the box; not to have driven a coach at some time or other was to be devoid of one of the essential attributes of a true gentleman; some of these drivers attained a degree of skill comparable to that of the professionals, and one or two found in their self-acquired art salvation after financial disasters which compelled them to have recourse to some means of assured livelihood. But these were the exceptions, and countless books and prints bear witness to the universal alarm and destruction caused by the amateur on the box, who was regarded, not without reason, as being synonymous with the Devil at the helm.

The lot of the inside passengers, though certainly preferable—as well it might be, since their fares as compared with those outside were roughly twice as large—also left something to be desired. The inside of a coach tended to be stuffy in summer, and dark at all times; lights were only provided at a later date and then only guttering candles, though an experiment with gas carried in cylinders was tried and abandoned because of excessive weight. Accommodation was cramped and uncomfortable,

especially if one of the passengers was of ample build; for such a one to ease matters for himself and his companions by taking two seats was not always possible, and the attempt occasionally resulted in the wretched man finding that he had paid for one seat inside and one outside, or for two seats situated on opposite sides of the coach. Uncongenial companions, such as any addicted to the consumption of onions or garlic or to excessive indulgence in the bottle, must have been an inevitable trial, particularly at night when sleep was desirable but usually unobtainable; baggage, especially if it took the form of live-stock, was a perpetual source of inconvenience all round; and the presence of children of tender years gave rise to *contretemps* of the kind vividly but somewhat coarsely described by Mr. Jingle, who was lucky to be able to blame it on the dog. Finally, the lot of the inside passenger, in the not infrequent cases of accident by flood, as distinct from that by field, was even more perilous than that of his usually less fortunate outside brother—from whom, by the way, a great social gulf, only comparable to that existing between a bogus and a *bona fide* member of the Bricklayers Union, divided him from the beginning to the end of the journey.

Apart from the inevitable discomforts and inconvenience attendant on every trip by coach, there were certain peculiar perils which lay in occasional wait for the traveller, and which few who took the road failed at one time or another to experience. The first and most picturesque was of course the highwayman. Novelists, those most unreliable guides to the past, have striven manfully to shed a halo of romance round these very businesslike gentry; who has not heard tales—quite unhistorical, it would seem—of Dick Turpin and Black Bess, of Claud Duval who danced with ladies after he had robbed them, and of others of the fraternity of “Gentlemen of the road?” The heathlands round London—Hounslow, Hampstead, and such—were their familiar haunts; but there were other spots further afield which were little less feared by the voyagers. Most soldiers who have been stationed at Aldershot will know the Jolly Farmer Inn between Camberley and Bagshot (an extra-

ordinarily inappropriate sign, for what farmer was every known to be anything but a confirmed and perpetual grumbler against all things as they are?). It is much to be regretted that it has lost its original name, which commemorated the exploits of the "Golden Farmer," a gentleman who tilled the soil by day and held up coaches by night with great success over a period of years and amassed a great hoard, which did not prevent him eventually meeting with the usual fate of his fraternity at Tyburn. These highwaymen in death at least were popular heroes—but so was anyone whose hanging provided a free spectacle for a mob of sightseers, and at least it may be said that very little in their lives became them like their leaving of it. Courteous they could be when receiving their ill-gotten gains from the hands of fair ladies; and bloodthirsty and brutal they too often were when any tried to resist their depredations or to conceal the gold or gems they demanded. Many an old man and delicate girl could tell of stripping of clothes and footwear by these chivalrous horsemen in the search for plunder which often existed only in their own greedy imagination; but we are not told that the bandits excused their procedure by such pleas as "A man must live" or "Business is business," after the fashion of their more respectable but less courageous prototypes of to-day.

It may be remarked here that, contrary to general supposition, the mail coaches—that is, the coaches that ran with or without passengers carrying His Majesty's mails from end to end of the kingdom—were scarcely ever molested by highwaymen. The guards, as we have seen, were, considerably to the peril of His Majesty's liege subjects, equipped with a regular arsenal of weapons; and the legal penalties against robbery by violence of a mail coach were of a most terrific nature. Yet the mails were frequently robbed of large sums, running into thousands of pounds at one haul, by light-fingered gentry who could open and ransack a boot in an incredibly short space of seconds while the vehicle was stationary and the vigilance of its crew diverted or relaxed. The prize for a feat of this kind must undoubtedly be awarded to the thief who in the heart of

London extracted all the parcels, from the dicky while the guard, whose seat was just above it, was standing up making untimely music on his horn.

The elements also took their turn in sporting with the traveller by stage coach, and instances occurred of coaches being blown over by a gale of wind when crossing some desolate moor or lofty bridge. Snow was a more frequent and more fertile source of mishap. After a heavy fall the roads, which were mostly unfenced and were much wider than at the present day, were difficult even to find in the white expanse which covered all the country, and the correct line had to be picked up by landmarks—often a hopeless task in a blizzard or at night. Deep drifts were formed into which the luckless vehicle, once it strayed from the road—or even without so straying—would plunge and become imbedded; and there it had perforce to remain, unless the fortuitious arrival of some Good Samaritan with fresh horses or of spare teams sent out to the rescue enabled it to be extricated. When heavy snow rendered travel thus perilous, a number of the regular coaches were wisely withdrawn—those, that is, that ran at all in the winter months, as many of them did not; but the mails had of course to be carried whatever the weather, and with them went a certain number of hardy or unfortunate passengers. Their fate, in no case enviable, was pitable in case of breakdown or a snow-up; the guard's duty was first and foremost to deliver his mail-bags and off he would go with them on the spare horse, leaving coach, team, and travellers to fend for themselves. Some of these guards, particularly in the severe winters of 1798-9, 1806, and 1836, performed incredible feats of endurance and heroism in getting their precious bags through to their destinations; but more than once in those stormy days communications with large areas of the country were entirely blocked; mails ran late or at long intervals, if at all, and widespread disorganization, inconvenience and suffering ensued. But snow, besides being somewhat infrequent, was not the worst enemy of the road traveller. "Give me," so ran one famous aphorism, "snowstorms and howling tempests, but Heaven preserve us from floods!" More

than one case is recorded of broken bridges and overflowing rivers leading to crew, horses and passengers being engulfed complete with coach, and drowned without chance of rescue; and even where such danger was absent, the ardour of a coachman occasionally placed his inside passengers in the uncomfortable dilemma of either losing their dignity and social status by climbing up among the outsides, or standing crouched and huddled in their seats to save their feet from the torrent washing the floor. Winter travelling was in those Spartan days indeed to be undertaken only by healthy, hardy and courageous spirits.

But the most fertile cause of disaster to stage coaches was of course some inherent fault of vehicle, horse or driver. A wheel might become detached; the top heaviness of the coach might cause it to overturn; defective brakes would launch it on a mad downhill career ending in indescribable ruin. Horses might become unmanageable and bolt, or the fall of one might bring down the whole team. Careless driving on bad roads or at dangerous points might land the coach in the ditch, or over an embankment, or into a pit or river. Many of the vehicles were inherently defective in design, and others suitable only for slow running were, as a result of the craze for speed, which followed upon intensive competition and heavy fare-cutting, driven too fast for safety, and upset or smashed. If one considers the number of coaches on the road at any one time, and compares the number of accidents to them with the corresponding figures for railway traffic, or for road traffic to-day, coach travel will be seen to be by far the most perilous of the three. Thus about 1835 there were in daily service on the road 130 mail coaches, and in one month, February, of that year there were eleven accidents, one every third day, or to one out of every thirteen vehicles; or again, if we take the number of passengers at eight per coach, we arrive at the figure of one accident for every three thousand passengers. Stage coaches, of which there were probably fewer in daily service on the roads—the index to Mr. Harper's book afore-mentioned gives only 94, and several of these ran at intervals exceeding two days—fared little better;

in 1834 there was three serious accidents all attended with loss of life, in 1835 four, in 1836 two, in 1837 four, in 1838 three, and so on. Portentous figures these, with which those for railways then and now, and motors to-day, compare very favourably, despite the public outcry about the latter so frequently and loudly raised. The appetite for safety, like that for other desirable things, grows with eating.

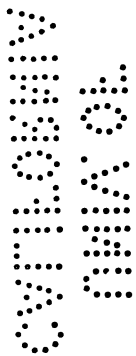
Even the jolly figures of mine host and mine hostess and their minions, whom romance depicts as attending so heartily and nimbly to the wants of coach passengers at their various ports of call, will hardly bear the cold scrutiny of the historian. Meals at inns had always to be consumed in a most indigestible hurry; coach and horses, guard and driver waited for no man, and it was often a case of leave it (and pay for it) or to be left behind. The fare was often meagre to a degree, badly cooked and badly served, so hot that no one could get outside it in the time, or half-warm to quite cold, and hardly worth the eating. The caterers of course had their difficulties; the late arrival of one coach or the early advent of another would too often play havoc with their arrangements, but would often also serve as an excuse for bad management and downright profiteering at the expense of their helpless customers. Contemporary evidence teems with complaints on this score, and many of them bear the hallmark of truth.

It must also be added that travelling by stage coach was by no means an inexpensive form of transit. The fares have been stated to average out generally at rather more than two-pence a mile (for an outside passenger), but we have at our disposal a bill for a gentleman and servant proceeding by mail coach from London to Glasgow in 1812 which works out at close on £20, of which some £3 went in tips to guard and driver. This figure moreover is exclusive of meals en route, which were a considerable item; thus in 1830 for the trip by stage from London to Newcastle the outside fare was only £3 10s., but the total all-over charge with tips and meals comes to just under £5. As the purchasing power and therefore the value of money was considerably in excess of what it is to-day, or



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NORTH-COUNTRY MAILS AT "THE PEACOCK," ISLINGTON



even what it was before the war, it would be necessary to multiply this figure by at least five to obtain a true comparison, and £100 in the first case and £25 in the latter case can hardly be regarded as cheap, in view of all the manifold discomforts and perils of the journey, and the slow rate of progress—an average of 12 miles an hour being very high, and one of 10 to 11 more usual. For those who could not afford these large sums for travel, there was only the slow-moving stage wagon, the fares for which worked out at a halfpenny a mile, or a shilling a day, in which presumably 24 miles were reckoned to be covered; but it was more than a gentleman's reputation was worth to be seen crawling along the road in such a conveyance and in the company of the common people who used it.

The stage coach for all its manifold drawbacks was of course an immense advance on anything which had preceded it. Before its advent, there were no roads, as we understand the term, in existence at all, and such traffic as there was had to proceed almost entirely on horseback. At the latter end of the 17th century coaches first began to run, and by the early years of the 19th century, before railways came to finally establish themselves as the principle means of transit throughout the country, the network of coach routes was so extensive and well-traversed that hardly any part of the land but was in regular periodic communication with its nearest neighbours and with some large town in its vicinity. Travelling was easy and frequent for the well to do, and not impossible for the middle and for the poorer classes; delivery of mails and of goods of small bulk was regularly carried out at reasonable cost; and a large and flourishing industry was profitably engaged in performing an essential service to the community. Even when the tinsel of meretricious romance that has wrapped itself round the Golden Age of the Road has been disentangled and discarded, much of solid value remains to be placed to the credit of the coaching system. It was a costly, uncomfortable and perilous method of travel; but within its limits it was efficient, reliable and picturesque. No one in possession of his five wits to-day would care to go back to it, and if any one were so mis-

guided, a brief experience of it would speedily cure him of his fancy; one could in fact wish those who are so loud in their regretful praise of it, no punishment better fitted to the crime, than to compel them for the space of one year to make all their journeys by coach; but the punishment would in fact be at once too harsh for a harmless flight of non-historical fancy, and inadequate in that it would be impossible to-day to reproduce all the miseries and perils of the old conditions.

None the less the coach had its day, and a long day as such things go, before in its turn it gave place to something better and more efficient. Now the railways which then condemned the old coaches to fall to pieces in inn yards—as in that fine and well-known print “The last of the ‘Manchester Defiance’”—and their crews to unemployment and poverty, are themselves threatened with disastrous—though probably not quite so fatal—competition by the new vehicles of the revived roads, not to mention a new means of transport altogether of which our forefathers could only have dreamed. So the wheels of progress roll inexorably on, and thus the whirligigs of time brings in his revenges.



ANIMALS GOING WITHOUT WATER

By MAJOR-GENERAL SIR JOHN MOORE, K.C.M.G., C.B.,
F.R.C.V.S.

IN campaigns and military expeditions carried out in certain countries, where large numbers of men and animals are engaged, the provision of water oft-times presents serious difficulty. Arid tracts and desert lands have to be traversed, where water may be entirely absent at particular periods of the year, insufficient at all events for a multitude, or perhaps may be so brackish in character that it is unpalatable, injurious, and refused by animals. Physiologically, it may be briefly stated that water is essential for the proper carrying on of all bodily functions, and deprivation leads to interference of those functions, exhaustion, and ultimately death. Thirst may be defined as the expression of the necessity for the intake of fluids vital for the maintenance of the circulation of the blood, for alimentary, secretory, and excretory processes, and when, from force of circumstances, fluid replenishment is withheld and thirst becomes intense, there is set up a distress of body and mind, which becomes pitiable even to cruelty. In campaigning, therefore, the provision of water, as with food, claims an importance practically equal to those many strictly tactical problems which befront a military force, and make successful issue of battle possible.

British and British Colonial troops in the varied theatres of war in which they have operated have had unique experience in the matter which is the subject title of this article, and it is proposed to recount as briefly as possible in the pages of the *CAVALRY JOURNAL* some of those experiences, extracted from official reports, private diaries, and last, but by no means least, that intensely interesting and valuable book on the war service

of the Desert Mounted Column by Colonel Preston. No doubt many instances of long abstention from water could be cited from books of travel and from personal experience, but it will be sufficient to relate the most notable which have come within military purview. Moreover, perhaps no useful purpose would be served in alluding to European countries or temperate climates, where water is normally and naturally plentiful, and where adequacy of supply is relatively easier of adjustment than in desert countries. At the same time, even on the Western Front in France and Belgium during the late War with a very large number of animals employed, there were times of great difficulty, where delay and inconvenience of supply was most marked and constituted a hardship to animals individually, but which was most successfully combated by the careful attention of administrative services and a water discipline. When one remembers that the average daily requirement of water per horse is approximately seven or eight gallons, and varying in amount with hot weather and work, it will be realized that the arrangements necessary for a force of roughly 425,000 animals—to say nothing of men—was no light task of administration in that theatre of the Great War. My remarks, therefore, will be directed towards more arid tracts of country, and will embrace in particular, records of the Nile Expeditionary Force 1884-1885; the South African War 1899-1902; the Somaliland Field Force 1903-1904, including a Report on Mounted Infantry in Somaliland by Lieut.-Colonel P. A. Kenna, V.C., commanding Mounted Troops; and the Egyptian Expeditionary Force 1916-1918. If other instances can be added by readers and contributors to the JOURNAL, the purpose of this article, viz., to collect as much information as possible in concrete form, instead of wading through masses of literature, will not have been in vain.

1. *Nile Expeditionary Force, 1884-1885.*

Previous to the experience of the campaign in Palestine in 1917-1918 there can be no doubt that by far the most noteworthy and, indeed, unparalleled instance of the endurance of animals under trying conditions is that recorded of the 19th Hussars

commanded by Lieut.-Colonel P. H. S. Barrow, C.B., C.M.G., in the annals of the Nile Expeditionary Force, 1884-1885, for the Relief of Khartoum, where Arab stallions, average height 14 hands, average age 8 to 9 years, purchased by the Egyptian Government in Syria and Lower Egypt for Egyptian Cavalry and delivered over to the 19th Hussars, performed one of the most remarkable feats possible to relate. Apart from the question of the scarcity and deprivation of water, the achievements of these animals are worthy of full record, but for brevity's sake the following is given as a resumé:—In June, 1884, they were taken by barges from Cairo to Assouan, where they remained for three months. In September they were marched 210 miles to Wady Halfa and 350 of them were handed over to the 19th Hussars. The regiment then marched by squadrons to Korti, 360 miles, at an average daily march of 16 miles, the daily ration being 6 lbs. grain and 10 lbs. dhoura stalk. They arrived in good marching condition. They stayed at Korti from 20th December to 7th January, 1885, received 8 lbs. green dhoura stalk instead of dry stalk and they improved during the halt. 155 of them were then detailed for the Desert Column moving via Gakdul Wells to Metammeh. On 30th December 40 horses proceeded to Gakdul, 100 miles, accomplishing the distance in 63 hours. They rested there 15 hours and did the return journey of 100 miles again in 63 hours. Six of them accomplished the return journey in 46 hours and the last 50 miles in $7\frac{1}{2}$ hours. There were no casualties. The 155 horses, including the 40 above mentioned, then proceeded on the 8th January across the Bayuda Desert with General Sir Herbert Stewart's Column, and up to the 20th January, exclusive of one day's halt at Gakdul, their career was one of 31 miles per day, with an average of 5 to 6 lbs. of grain and 2 gallons of water daily. They were allowed to graze on every possible occasion, but the grass of the Bayuda Desert is very dry, and they ate little. At times they got mouldy biscuits unfit for issue to the men. When the first advance on Metammeh was made they marched to the Nile without having received a drop of water for 55 hours and only 1 lb. of grain. Some 15 or 20

horses received no water for 70 hours. When water was limited to 2 gallons or less, it was given in small quantities, a pint or just enough to moisten their mouths enabling them to carry on. On one occasion, late at night, when the horses were much exhausted, with mouths so parched that they could not eat, and with less than 1 pint per horse left before reaching water, 35 miles distant, dhoura meal moistened with the water and given in the form of moist balls, sufficiently revived them that they marched their 35 miles the following morning. From the 20th January to the 14th February they halted at Gubat, receiving no grain, but a ration of 10 lbs. dry dhoura stalk or 12 lbs. green bean stalk daily. Two days before their return journey they received 6 lbs. grain daily. The first 75 miles of the return journey was performed on 4 lbs. of grain and 3 gallons of water, after which water was stated to be plentiful and 8 lbs. grain daily ration was supplied. During the period, 8th January to 8th March, on which date they returned to Korti, the casualties were 20 killed in action, 19 died or destroyed from debility and exhaustion, and 5 died or destroyed from other causes. The weight carried was reduced to a minimum, but averaged about 14 stones. Truly a remarkable performance, and one reminiscent of the best traditions of British cavalry. Of course, in desert warfare, adaptability counts for a good deal, and there can be no doubt, apart from the meticulous care in animal management usually evident in our cavalry, the small Arab horse, accustomed as he is to dry climates, is much more suitable for operations in arid regions, and will withstand sickness and fatigue consequent on scarcity of water much better than those equines which are not desert bred.

On the other hand, the mortality and loss amongst the transport camels of the Desert Column is a sad page of history. Between the 30th December, 1884, and the 25th March, 1885, i.e., in barely three months, this column lost 1,850 in the Bayuda Desert and 448 at Korti out of a total of 4,050 camels, or 56.7 per cent. Though some were killed in action, the chief cause of mortality was forced and long continued marching with insufficiency of food and water. The first column averaged 30

miles per day, the second column 25 miles per day. Between Gakdul and Gubat, a journey of six days, the allowance of grain amounted to under 2 lbs. per camel daily, and no water could be given during that period. Grazing was impossible owing to active military operations. Indeed, a report from one veterinary officer with the column states that the camels were practically without food for 14 days, and absolutely without water for 8 days. A Brigade Order was published previous to the march that camels should only be watered every third day to accustom them to the privations of the march, and that they should have their fill before starting. This was hardly judicious treatment, especially when it was known that the animals would have little else than dry food on the journey. It was a current belief that camels possessed a natural tolerance to deprivation of water, and that the first stomach of these ruminants was so anatomically constructed that water could be stored up in certain folds or diverticulæ for future requirements, acting thus as cisterns. When it is considered, however, that the capacity of the so-called cisterns is a quart on the right side of the stomach and about a gallon on the left side, and that the contents are a mixture of food, water, and mucus, it will be realized that the idea is fallacious. Camels are not salamanders, and they require as much water as any other ruminant to maintain health and strength. It is a mistake, too, to imagine that camel men systematically deprive their camels of water, the rule of the Kabbabish, or Bayuda desert burden camel, under ordinary transport conditions being water once per day, and that at mid-day. It is also on record that the contractor of meat for the Desert Column drove some bullocks from Korti to Gakdul Wells (100 miles) and beyond without water.

2. *South Africa, 1899-1902.*

The wastage of animal life during the South African War presents a sad picture. 347,007 horses and 53,339 mules and donkeys were expended during the campaign out of a total of 518,794 horses and 150,781 mules and donkeys provided. The working of unfit, unacclimatized animals under the trying circumstances of rapid marching, the exhausting conditions of

a hot sun, a haphazard and short food supply, and more contributory than all, the difficulties of water, combined to cause that unhappy state of wastage. Many instances of privation could be cited; they are still fresh in the memories of those who took part in the campaign. Perhaps the most notable is the march of the Cavalry Division under French for the Relief of Kimberley, in which 2,871 cavalry horses and 1,401 horse artillery horses took part. The Division rendezvoused at Ramdam, a well-watered farm east of Graspan, on the 11th February 1900, in preparation for the march, with 6 days' rations for men and 5 days' for the horses, 3 days' being carried in supply columns, 2 days' food and 1 day's forage in regimental reserves, and the rest on men and horses. The month of February is the hottest month of the year, and though the part of the country to be traversed is 4,000 ft. above sea level, the sun's rays are powerful. The Riet and Modder Rivers barred the way to Kimberley. Water in them at that time of the year existed in small pools, and there is little surface water in the Orange Free State. At 2 a.m. on the 12th, the Force moved off by Brigades to the Riet River, 16 miles, contesting the Waterval and De Kiel Drifts. At 10 a.m. on the 13th the march was resumed to the Modder River, 24 miles distant, the Klip Drift and Roodeval Drift being the objectives. There was no intermediate water. It was intensely hot and the country was sandy and dried up. Men and horses were parched with thirst, many of the latter dropping dead or exhausted, and the gun horses were scarcely able to drag the guns. By 5 p.m. the Drifts were reached and the vacated Boer laagers were found to contain forage and supplies. By 4 o'clock on the 14th the baggage at last made its way into camp, and preparations were begun for the final dash into Kimberley. It has been stated that something like 500 horses had either died or were unfit to move. The gun horses were in a pitiable condition and efficient teams had to be made up from some of the wagons. Three days' supply having been arranged, the Division moved off in column of Brigades for Kimberley, 20 miles distant. Gordon's Brigade charged the enemy at the Nek, reformed, and after a little water

was obtained for the men but none for the horses, the Division marched on to Kimberley to its relief at 6 p.m. The horses suffered from the intense heat of the day but still more from the lack of water, and they arrived badly done up. Their work, however, was not completed. The retreat of Cronje had to be headed off. The Cavalry marched out again at 6 a.m. on the 16th, and during that day had not a drop of water. The condition of the horses was pitiable in the extreme. One regiment which had started with 422 horses on the 11th had now but 106 fit for duty; another unit had but 28 which could be spurred to a trot; the 3rd Brigade had left dead on the veldt 68 horses from sheer exhaustion. Broadwood's Brigade, being the freshest, was directed to Koodoosdrift, 26 miles north of Kimberley, moving out at 3 a.m. on the 17th, and successfully intercepted the vanguard of Cronje, pinning that leader to the Modder and leading by the glorious function of the Cavalry Arm to his ultimate defeat and surrender. The difficulties of the operations were greatly added to by the loss of a convoy of 176 wagons containing 70,200 rations of preserved meat, 180,000 bread stuff and grocery rations, 38,792 grain rations and 500 slaughter cattle, also all the ox wagon teams.

Though the march to the relief of Kimberley and operations leading up to the defeat of Cronje have been quoted, it may be truthfully said that in the South African War, where operations were essentially of a guerilla nature, necessitating large numbers of animals for rapid movement and a provision to meet wastage of 7,600 to 10,000 and 12,000 animals per month (remount official figures), water difficulties were constantly a source of anxiety, and an enemy to successful venture in the hot season. Plumer had his troubles on the Northern and North-Western borders of the Transvaal. I quote an instance from my diary dated 3rd December, 1899, of a reconnaissance into the Transvaal:—

“Patrol by all squadrons (Rhodesia Regiment) and B.S.A.P. as strong as possible into the Transvaal. Met day previously at junction of Macloutsie River and Crocodile. C. squadron coming from Macloutsie.

Crossed over River Crocodile to near Vegdraai. At 8 a.m. on the 3rd moved off and got as far as Little Cream of Tartar Fontein, 27 miles, by 5 p.m. Blazing hot day, and not a drop of water either on the way or at Cream of Tartar Fontein. Returned straight away to the River Crocodile arriving 2 a.m. on the 4th, men and horses done to a turn and tumbling over each other for water—54 miles in 18 hours without water. C 142 died on the way from exhaustion. This is one of the four routes to Pietersburg, and from the Crocodile the main road goes by the Pont Drift meeting the road our patrol took at Brack River. At this season it is also probably waterless."

The reconnaissance went to prove the impracticability of operations conducted from the northern section of the Transvaal; moreover, in the Zoutpansburg District the water is brackish. The Boers retired from that part. Plumer's force also moved towards Mafeking.

3. *Somaliland Field Force, 1903-04.*

This covers the period of operation under General Manning to 16th July, 1903, and from that date to May, 1904, under General Sir C. C. Egerton. To give an idea of the number of animals employed the strength of Manning's Force on 1st May, 1903, stood at horses and ponies 757, mules and donkeys 1,191, riding camels 366, and transport camels 4,259. During the last two months of 1903 and the first month of 1904 the average numbers of animals in the Force under General Sir C. C. Egerton were: Camels 11,477, horses and ponies 4,628, mules 3,192, donkeys 129, and bullocks 64, a total of 19,490. As evidence of the severity of the operations and the hardships of long marches, short rations, and privation of water experienced by animals in this difficult and waterless country, Statistical Veterinary returns from July, 1903, to March, 1904, show that 13,571 camels were admitted for treatment with a mortality of 3,437, and there were 5,794 admissions for treatment in ponies and mules with a mortality of 795. These numbers refer only to cases treated by the Army Veterinary Department, and did

not include all those treated by the Transport Department, which at that time to some extent managed their own affairs.

In the dry season of the year, from October to April, the water supply on the interior plateaux is entirely dependent on wells of an average depth of 50 feet to 60 feet. The water is excessively hard. Sulphates of magnesium and calcium are present in large quantities, and in the Nogel district the water is impregnated with sodium sulphate, giving rise to cases of excessive purgation and severe colic both in man and animals. In many places the water contained sulphuretted hydrogen in solution, but though at first unpleasant, if exposure to light and air was allowed, the sulphur smell and taste disappeared to a great extent.

In the above mentioned operations, as in the previous expeditions of 1901-02 under Swayne against the Mullah, the question of water was of paramount importance. Not only did it limit the number of men and animals composing the Force, but it further restricted the line of advance to one where wells could be found. The distance between wells was anything from 10 to 100 miles, and between Bohotle and Mudig 130 miles apart.

Some camels did extraordinary marches without water; Somalis as much as 18 days and Indians 9 days, but they never recovered from it. A camel if once allowed to get below par recovers very slowly. A convoy of 406 camels with supplies for Manning's Force from Bohotle to Behra, arriving on 8th April, 1903, had not had water for eight days and were with difficulty got out to the Wells; a party of 98 horses and 234 mules (remounts) for the same force did 88 miles on $3\frac{1}{2}$ gallons per horse and mule; the march of Manning's Flying Column from Obbia to Galkayo, 159 miles, 12 days' journey, in February, 1903, and the column under Fasken afterwards along the same route, was performed in intense heat with a minimum of water; some horses had no water for 48 hours and the water at El Dibber and Dibbett purged them severely. On the 18th April, 1903, Kenna's Mounted Infantry marched from Galadi to Gumburru through bush, 48 miles in 12 hours, under intense heat for five hours, and with no water en route. Between 4 p.m.,

17th, and 9 a.m., 19th December, 1903, with 200 British and Indian Mounted Infantry, 50 Bikanirs and 200 Tribal Horse, Kenna marched from Badwein to Jidbali, 38 miles, engaged the enemy for five hours, and returned to Badwein, the distance covered being 76 miles, in 41 hours and without any water for his horses. Between 6 p.m., 30th April, and 8 a.m., 2nd May, 1904, with 250 British and Indian Mounted Infantry, 150 Bikanirs and 49 Somali horsemen, he marched from Billiyu to Kheman and back to Billiyu over the waterless Sorl country, 100 miles in 38 hours on 1 gallon of water per man, and none for horses. One third of the men and horses had done 60 miles in the two previous nights and thus covered 160 miles in 3 days 14 hours.

A few interesting remarks on the merits of the various animals used in Somaliland may be cited. The Somali pony held the premier place; he was found to be an extraordinarily sound little animal, capable of travelling great distances on little food and no water. The Arab quickly adapted himself to the country; the South African, English, Argentine and Russian, though about equally hardy, suffered more from want of water than the Somali or Arab. Indian, Chinese and Abyssinian were quite unable to stand the hard trekking. Mules, comprising South African, Abyssinian, Indian and Chinese all did well; the South Africans, though not being subjected to such severe hardships as others, pulled their heavy wagons through heartbreaking sands for seven months, and the game little Abyssinian mule, inured to water deprivation, was up with his pack load at the end of a day's march. Of riding camels, the Bikanirs outlasted any other riding camel with the greatest of ease as long as they got water and food fairly regularly; and of burden camels the Indian and Somali bore the heat and out-lived the Arabs and Abyssinians. Where it was possible to water and feed them, the Indian camel outlasted even the Somali, but at times when there was little food and no water the Somali camel pulled through and saved the situation.

4. *Egyptian Expeditionary Force, 1916-1918.*

The difficulties of the provision of water of a nature for men

and animals, the experiences of shortage, and the work performed by animals under privation of water during the campaign in Egypt and Palestine in the late War, transcends everything that has even been experienced in previous expeditions where large bodies of troops have been engaged. The achievements of mounted units of this Force and the part played by animals is unparalleled in the history of a war of rapid and sustained movement. Under the circumstances met with it is quite certain that no mechanical substitute could have filled the *rôle* so successfully carried out by animal flesh and blood, bearing in mind that Cavalry in essence and in fact, is the combination of man and horse as a weapon or instrument of war. In this article, therefore, it is proposed to relate instances of the campaign as premier examples of the subject dealt with, and in this the writer is appreciative of the assistance he has received from General Sir George Barrow, G.C.B., K.C.M.G., who commanded the 4th Cavalry Division (late 1st Mounted Division, late Yeomanry Mounted Division), and from Lieut.-Col. E. P. Argyle, D.S.O., R.A.V.C., both of whom had first-hand experience of the conditions existing. Also information necessary to complete the detail, and vouch for its authenticity, has been obtained from the Record of the Advance of the Egyptian Expeditionary Force, 1917-18, under Viscount Allenby, G.C.B., G.C.M.G., the Official History of the War, Veterinary Services, and, as before mentioned, from Colonel Preston's book, "The Desert Mounted Corps."

The serious water difficulties opened with the Military Operations in the Sinai Peninsula between March and December, 1916, the average strength of the Force in animals during the hot months from March to August of that year being 62,810. Water is exceedingly scarce in the peninsula, and reconnaissance was constantly attended by the problem of locating it, fighting for it, and developing a reasonably adequate supply by digging. Moreover, the water from wells was brackish, and at times totally unfit for men and animals by reason of extreme salinity. There were occasions when loss of condition of the animals from this cause was so severe that whole brigades had to be brought

back to a fresh water supply. Tropical heat and prevailing khamsins, too, made the work still more exacting, and but for the wisdom of early evacuation of inefficient animals to veterinary hospitals where they could be revived, wastage would have been very heavy. To overcome the difficulty a piped supply was laid across the desert from the sweet water canal which runs from Ismailia to Port Said, and before this was done water was carried forward in water trucks on the railway being constructed through Katia toward El Arish, and delivered to troops beyond railhead by means of camel fantasses. This masterpiece of the Royal Engineer Services most assuredly paved the way for the success of the 1917 operations.

After the occupation of El Arish, and leading up to the capture of Rafa, the Anzac Mounted Division, accompanied by the Camel Brigade, the 5th Mounted Brigade, and a Battery of the Honourable Artillery Company, on the 9th January, 1917, determinedly attacked the enemy, effecting a surrender. Their horses and camels had marched 65 miles in 24 hours, their advanced guards traversed 87 miles, and they had been without water for 34 hours. During the next few months extension of the Railway was effected to a point 20 miles distant from Gaza; piped water supply was also extended, wells up to the line Wadi Ghuzzi were developed, and preparations were made for a big advance through Palestine by two Army Corps (XXth and XXIst) and three Divisions of Cavalry, viz., the Anzac Mounted Division, the Australian Mounted Division, and the Yeomanry Mounted Division, grouped as the Desert Mounted Corps, and with the 7th Mounted Brigade and the Imperial Camel Corps Brigade as Corps Reserves, the whole under the command of General Sir E. H. H. Allenby, G.C.B., G.C.M.G. (now Viscount Allenby).

In reconnaissances of the Cavalry Division in the advanced line towards Beersheeba, troops would move out from Shellal in the afternoon, march all night, occupy positions on the high ground west of Beersheeba from dawn next morning and march back during the next night, covering a distance of 70 miles, and without water from the afternoon of one day until the evening

of the next day, when they were watered at Esani on the way back to Shellal. When Beersheeba was attacked on the 31st October, the horses had a march of from 25 miles to 35 miles on the previous day to get into position. They were watered before leaving and got no water until the town was captured. After 36 hours they were famished and rushed the water troughs. During the concentrations of troops in the Dhahariyeh area to the north from 3rd to 5th November for the attack on the difficult Sheria position, horses had to be sent into Beersheeba for water, a distance of 28 miles there and back. Some of the brigades were only able to give their horses one really good drink during the four days they were in the area. On the capture of Huj on the 8th November, most of the horses of the Australian Mounted Division had been without any water since the afternoon of the 6th and were raging with thirst. The Division left Huj on the evening of the 9th, although its horses were not yet watered, and marched to Tel el Hesi, arriving at 4.30 in the morning. The rest of the horses at daylight then got their fill of water at last from several large pools in the Wadi Hesi, having been without water for 3 days and 4 nights. The Yeomanry Division spent the whole of the night of the 9th at Huj trying to water their horses and had to leave early in the morning of the 10th. Some of the horses of the 2nd Australian Light Horse Brigade and the 7th Mounted Brigade had not had a drink for 84 hours. They had endeavoured all through the night of the 9th to water with buckets from two or three wells 150 ft. to 250 ft. deep—the Turks had destroyed the water lifting apparatus on retirement. Junction Station was reached on the 14th November, and was the first place where unlimited water was found. Most of the Cavalry had covered 170 miles since the 29th October, and the horses had been watered on an average only once every 36 hours. Carrying an average official weight of 21 stone (N.B.—The Yeomanry Division reduced this to 18 or 19 stone) and with a $9\frac{1}{2}$ lbs. grain daily ration (official scale, but in reality less on very mobile occasions) and no fodder, the hardships endured by some of the horses were incredible. One of the batteries of the Australian Mounted Division had only been able to water its

horses three times in nine days, the intervals between waterings being 68, 72, and 72 hours respectively. Yet this Battery had only lost 8 horses from exhaustion.

Previous to the advance on Beersheeba while the Force was in the Sinai desert, some interesting experiments were conducted by officers commanding units and Veterinary Service to determine whether horses, under the conditions then prevailing, would do better with two drinks a day or three, bearing in mind also a pre-war conception that horses could continue to work for a maximum period of 60 hours with very little water. The results conclusively showed that the animals not only fared better but drank more per day under the twice daily system of watering. One is tempted to smile at even a twice-a-day drink in view of the severe privations, which followed the fall of Beersheeba and Gaza and the advance towards Jaffa and Jerusalem. With the object of obtaining some precise data of such privations the D.V.S. instituted inquiries, and the G.O.C.s Corps supplied him with most interesting details of the longest continuous period during which their animals went without water, and which is recorded fully in the Official History of the War, Veterinary Services. Briefly, the longest recorded periods were as follows: The Lincoln Yeomanry 22nd Mounted Brigade, 84 hours; the Australian and New Zealand Mounted Division, the Australian Mounted Division, and the Bucks Yeomanry 6th Mounted Brigade, each 72 hours; B.Q. Cable Section, 68 hours; 60th Division XXth Army Corps, 65 hours; 54th Divisional Train, 63 hours; the Berks Yeomanry 6th Mounted Brigade, 60 hours; the 1/2nd County London Yeomanry, the 53th Division XXth Army Corps, and the 20th Brigade R.H.A. each 56 hours; the Dorset Yeomanry 6th Mounted Brigade, 54 hours; the 8th Mounted Brigade, 52 hours; the East Riding Yeomanry 22nd Mounted Brigade, the 7th Mounted Brigade, and the 181st Heavy Battery, each 50 hours.

Lieut.-Col. E. P. Argyle informs me that in the report furnished by the G.O.C. Anzac Mounted Division, a cable wagon team, with continuous cable laying, heavy work over a rough country, was without water for a period of 84 hours; several

regiments in the 1st and 2nd Australian Light Horse Brigades were without water for 60 hours, doing fast travelling and reconnaissance averaging 30 miles per day; the New Zealand Mounted Rifle Brigade was without water for 72 hours, the first two days being occupied in reconnaissance and the remainder no movement. In the Australian Mounted Division "B" Battery, H.A.C. was without water for 76 hours and the 8th Light Horse Regiment for 72 hours. Colonel Argyle further adds that none of these remarks adequately convey the impression of acute suffering of animals perishing from thirst in the desert, nor do they give any idea of the wastage produced by this cause.

General Sir George Barrow also informs me that in addition to the Lincoln, Bucks and Berks Yeomanry of his Division previously mentioned, the horses of the 8th Mounted Brigade Field Ambulance went for 77 hours without water, and the 17th and 18th Machine Gun Squadrons for 60 hours. Though water existed in wells, there was no time to draw it from them during the very mobile operations. It would have taken hours to water a single regiment with buckets from a well. He adds that the average daily food ration during mobile operations was only $4\frac{1}{2}$ lbs. grain and no fodder. At the close of the 1917 operations the Yeomanry Division had lost 694 horses killed or destroyed, and 861 horses evacuated on account of weakened and emaciated condition, and there can be no doubt that the cause of the latter was from deprivation of water more than anything else.

A very hot wind (khamsin) blowing from the 10th to 18th November, and heavy rains from the 19th November up to the surrender of Jerusalem on the 9th December, and to the end of December, greatly added to the trials of both men and animals. Forage was spoiled by the rain, transport and movement was difficult by reason of mud, and a large number of donkeys had to be utilized in forwarding supplies to forward areas. From July to December, 1917, the average strength of the Force was 82,515 horses, mules and donkeys, and 48,191 camels; and the dead loss covering that period amounted to 6,597 horses, mules and donkeys, and 6,173 camels.

During the 1918 campaign there was no lack of water except

for a few days when the 4th Cavalry Division was advancing on Damascus, east of the River Jordan. At all other times water was available for horses at least once a day.

On the reorganization and renaming of the Divisions of the Force, in June and July, 1918, one Battalion of the Imperial Camel Corps Brigade could not be disbanded because it had been sent to Akaba to assist the Hedjaz Forces. It returned on 6th September to Beersheeba, having completed a march of 930 miles in 41 days, during which period the camels watered 12 times. Thirty-one camels died during the journey. This is recorded as being one of the finest marches by a camel unit during the campaign.

The latter stages of the War found the Egyptian Expeditionary Force with an average strength of 58,871 horses, 44,501 mules, 11,562 donkeys, and 34,154 camels, or a total of 149,088 animals. The number of horses with the Cavalry averaged 27,000, and a loss in the later stages of under 4,000 with units and 5,000 serious cases evacuated to veterinary hospitals, was a small price for the results achieved, which included a rapid advance of some 400 miles.

Colonel Preston mentions in his book that when marching in a waterless country he carried a large biscuit tin or petrol tin full of water on the dashboard of every gun and wagon. At hourly halts he wiped with a wet cloth the eyes, nostrils and mouths of his horses, which practice seemed to revive them. He also wetted their feeds, and following the example of Brig.-General Paul Kenna, 21st Lancers, with his Mounted Infantry in Somaliland, and Colonel P. H. S. Barrow in the Nile Expedition, he had fed his very exhausted horses with pellets of crushed grain and bran (if the latter was available) moistened with water. The latter practice is physiologically correct, for thirst, or rather the expression of it, is a local sensation, and is alleviated considerably by simple moist application to the mouth and lips. It is an adaptation of the rule of the Turkoman of old, who before starting on a long journey used to carry in skins small balls of barley meal mixed with oil or fat for himself and horse.

The conclusions drawn by Lieut.-Colonel Argyle from these mounted operations in Palestine is the necessity for some form of "Emergency Horse Ration" as laid down by General Von Bernhardt in "Cavalry in Future Wars," not a compressed forage cake, but something worked out by the food chemist to contain in every pound the equivalent of three pounds of the standard rations, and so make the mounted men independent of their wagons for two to three days. After that they must have bulk. And I may add that if some expedient or addition in the preparation of such ration could be devised whereby even the local and parched conditions of thirst could be overcome, then perhaps we should see increased efficiency and less wastage of animal life in those trying circumstances of a war of rapid movement over terrain which by nature presents formidable difficulties.

I cannot do better in bringing this article to a close than to repeat the words of Sir George Barrow :—

"Assuming that the cavalryman is, by nature or training, a lover of horses, the necessity of working his horse when it is suffering the pangs of thirst aggravates painfully the privations and discomforts which he is himself undergoing.

"Scarcity or absence of water adds a weight of anxiety to the other responsibilities of a cavalry commander which few could realize who have not experienced it.

"Of all the hardships incidental to a mounted force on active service—cold, heat, forced marches and fatigue, lack of sleep and rest, short rations, there is none so great as the deprivation of water."



WIRELESS WITH CAVALRY

By LIEUT.-COLONEL R. CHENEVIX TRENCH.

IN 1896 Marconi came to England and showed us a miracle : he established telegraphy between two points with no connecting wire, and we saw it in the paper at breakfast time and knew that it must be true. Other men of science might assure us that the thing had long been proved in study and laboratory to be theoretically possible; the English were not impressed by them, but here was a man who was actually doing it. The "electric telegraph," that marvel of fifty years earlier, we took for granted in the nineties, but this development was outside human experience.

Sanguine minds leaped the years ahead and saw a world where communication could be established instantly and at will between whoever wished it. But the Army was still engaged in adapting line telegraphy to its needs and was content to let the new method first prove itself in a competitive world. A soldier was sent by the War Office to watch the early tests, and the Royal Engineers, as befitted them, kept a technical eye upon developments. After a premature attempt to adapt wireless telegraphy to field use in the South African War, the authorities in 1903 decided that the Army should take it up seriously. It was held from the start that the special *rôle* of the newly recruited science was to be long distance signalling for cavalry formations, and the School of Military Engineering at Chatham began to study the problem of a mobile wireless set. In 1904 a wireless section of the 1st Telegraph Battalion, R.E., was formed at Aldershot, and this marked the first tentative move from the laboratory towards the field. Few of the early enthusiasts realized how long the distance was to be, or how great the obstacles.

They were in fact trying to break to the immediate uses of war a new science, of which the principles themselves were but half revealed. The officers engaged had to double the duty of field soldier with that of scientific research worker—two parts which cannot be held successfully at the same time by the same man. The duties of the experimental workshops sorted ill with those of orderly room and midday stables, and the strangely mated union led to the birth of some strange incidents. A general officer, for example, who wished to find out during manœuvres whether his wireless station was in communication with anyone, would retire baffled before the statement that the officer in charge was studying some interesting capacity effects in the antennæ. An event also, not to be forgotten by those who witnessed it, was an early inspection of the unit by a general with whom liberties were not taken. A young soldier, called for the occasion from the laboratory to the field, was seen to be smoking a cigarette as he filled the petrol tank of a wireless station's engine. There followed an explosion indeed, but not of petrol vapour.

By 1907 the section had grown to be two wireless Telegraph Companies, attached to the 1st Cavalry Brigade for training, but still responsible for experiment and research. It was a feature of that vanished army that everyone knew comfortably where he stood; but here was an element of which no one could say that he knew where it stood—not even its exponents, who were looked upon by their brother officers in their own scientific corps as men who practised strange arts. Bridging we knew, and balloons and telegraphs and field works, but what was this? Well, it was for one thing attached to the 1st Cavalry Brigade, and on that account its officers were entitled to two forages instead of one. The writer was at that time a subaltern of Engineers at Aldershot, and like others of his rank he studied closely the problem of obtaining out of life the most that it offered. His questing mind dwelt upon this wireless business—was there not after all something in it?—and in due course he found himself with a second horse in his stable, balanced by some imposing scientific works upon his bookshelf.

The officers with whom he was then privileged to serve were producing remarkable results under conditions which to-day are difficult to imagine. In developing from the beginning a new technique of signalling they owed, as we have seen, two allegiances, which were more often in conflict than not. The one was to Science, never an easy mistress; the other was to the commander in the field, who rightly cared only to know whether his messages were getting through. Their two functions, however, were tending apart, and in 1911 a separate experimental establishment was formed and the 1st Wireless Company, into which the two old companies had for some time been fused, found itself at last a normal field army unit, free to devote itself to training with a recognized equipment of sealed pattern. Seldom before can the blessings of red tape have been so appreciated: we too knew now where we stood.

The year 1910 had been marked by another and greater event, for in that summer the cavalry brigades at home were for the first time concentrated for a period on Salisbury Plain to train as a cavalry division. To meet the needs of this new formation for intercommunication, a signal squadron was improvised. This remarkable unit consisted of a visual signalling troop of the 1st Life Guards, a despatch riding troop of the 2nd Life Guards, with a wireless troop and a cable troop of Royal Engineers; the whole was under the command of an officer of the 11th Hussars from the Staff College. It was the writer's good fortune to command the wireless troop, and he and his brother officers worked together in great amity, which was only temporarily marred by a reference to the squadron as a unit of Household Cavalry with a stiffening of Royal Engineers.

The sets carried by the wireless troop were the latest product of seven years research and trial. Each was permanently fitted in a special sprung limbered vehicle, with the wireless instruments working in the limber and the engine and generator on the body, which also carried an eighty foot telescopic steel mast. It took twenty minutes to put up the mast and get the set into action. The whole went behind a six-horse team, but as the load was over two tons and the mast made it top heavy it was hardly fitted to

accompany a cavalry brigade headquarters, still less a regiment. It was none the less a fairly reliable telegraph instrument with a range of fifty miles, and it was the pride of our hearts. Attempts to produce a satisfactory pack set were less successful.

The regular soldiers, however, were not to have it all their own way. About this time there penetrated to their fastness at Aldershot rumours of wireless activity elsewhere. A Yeomanry unit, it was said, had taken on its training a wireless set which could travel on pack at any pace over any country and would give some fifteen miles range. It was quite true. Marconi's had evolved a set for military use and a keen and patriotic officer of the Westmorland and Cumberland Yeomanry had, at his own charges, equipped his unit with two stations. The War Office sent an officer to report on it and after extensive trials the pattern was adopted for the Army. Perhaps its most remarkable feature was the arrangement of loads and the special pack-saddlery employed, designed by a past-master of pack transport and resembling nothing which the Army had seen.

The year 1912 found the Signal Squadron on a regular footing as a Royal Engineer unit. It was equipped with two types of station, the army wagon set and the Marconi pack set, three of each. The pack sets were carried normally in four-horsed limbered wagons, with the pack-saddlery available for use if necessary. There was formed at the same time an army troops wireless company equipped with a further three wagon sets and a Marconi motor set, and the British Army was thus possessed of ten wireless stations, with which it was destined to take the field in 1914.

Ten stations does not seem a great many to-day, but it was enough then to bring to the front a problem which had long been waiting in the background—the problem, namely, of mutual interference. It was comparatively easy to avoid interference between two groups of stations each working within itself merely by allotting to each its own wave length, provided that the two groups were not too close together. The difficulty arose when there were two or three stations at the same centre, say at Cavalry Division headquarters, each working to two or three out

stations. Each could be given its own group wave length, but they were of necessity so close to one another at the centre that while one was sending it was impossible for its neighbours to receive. The local uproar in the ether was too great.

This imposed the handicap, now long forgotten, of "period working," under which all stations at a centre sent simultaneously for a period, each on its own group wave length, and then received simultaneously for a period while the out stations sent. The usual period was ten minutes. Thus a message might be written at the end of a sending period, say at 11.50 hours; it could not be sent until the next sending period, between 12.00 and 12.10, and could not be acknowledged until the following receiving period 12.10-12.20. If then there were a word queried by the receiving station it could not be corrected until the sending period 12.20-12.30, and if there were no further query the message would be finally acknowledged in the period 12.30-12.40; three-quarters of an hour gone for a message which took perhaps five minutes to send.

There was the further complication that the watches of all the wireless stations throughout a force had to be synchronized, for chaos followed if a station sent out of its turn. Period working, in short, was an almost intolerable handicap. It was imposed by the interfering properties of the old "spark" wireless system, and it was destined to last with cavalry wireless until that system was replaced by the modern "continuous wave" method with its comparative freedom from interference—a replacement which was not complete until after the war. When the need to use cipher is added, it is easy to see why cavalry commanders looked upon their wireless communications with a certain reserve.

Such then was the position when the campaign opened in 1914, and with all its limitations wireless telegraphy promised to give the armies help which they had had in no former war. At the start it kept its promise badly. We know that the German General Headquarters relied upon this means to keep touch with the armies of their right and centre; that it failed

them and that the failure was only partially made good by the activities of a liaison officer in a car. In the Expeditionary Force our wireless sets were given no such critical strategic task, but when we ask ourselves to what extent Sir John French was kept in touch by their help with his cavalry division and its brigades, throughout the retreat to the Marne and the advance which followed, there is only one answer. It must be owned that he was little the better for his wireless sets and that the men of the detachments would have been of greater value as motor cyclists.

The reason lay in no technical failure of the sets themselves, for within their limitations they were reliable, but in the unforeseen difficulties of their tactical employment. Better results might have been attained if it had been realized before the war, as fully as it is now, that the use of signals is a tactical problem for the General Staff and not merely the business of the technical specialist. The tactical problems of signals were not studied then as they are to-day; indeed, it was scarcely realized that such problems existed. The general impression was that you put up your wireless station when it was wanted and sent your messages, and between whiles the detachment marched where they were least in the way. But the frequent moves, the sudden orders and the uncertainty of the retreat ruled out any such simplicity; a wireless station which took twenty minutes to put up, which drew fire by its conspicuous eighty-foot mast, which could only send during alternate ten minute periods and finally took a further twenty minutes to dismantle, had little scope at Cavalry Division headquarters and still less with a cavalry brigade, between Mons and the Aisne.

The method generally employed was for the cavalry division to establish each morning a signal centre with two wagon wireless stations, at a selected point. This centre was to keep in wireless touch with G.H.Q., with H.Q. Royal Flying Corps, and with any cavalry brigades which might set up their pack sets; a service of despatch riders kept the signal centre connected to Cavalry Division H.Q. wherever they might move, and before dark the signal centre closed and moved to the billeting

area of the division headquarters. It is difficult to see what else could have been improvised, but it is not at all difficult to realize that wireless under such conditions was of little practical value. This phase of the war was our first lesson on a great scale of the truth that it is not rapid movement, but frequent movement, which handicaps the use of wireless, as of any other form of signalling—a maxim which has now long been embodied in Field Service Regulations. It must be remembered also that the embryo wireless service was competing with the motor cycle and the telegraph system in a friendly country. Had the retreat been less successfully conducted—had the cavalry division or a part of it been cut off—there might well have been a different tale to tell of the value of the new method. None the less, after making every allowance, the results of the first six weeks must have shown that the wireless sets of those days did not yet meet the needs of cavalry for such warfare in such a country.

In the long and bitter stalemate which followed, the cavalry strength grew to a corps of five divisions, but the wireless equipment of the original division was not so multiplied. It reverted to the cavalry corps as a wireless squadron, consisting finally of four motor and eight pack stations, leaving a cavalry division with no wireless of its own. Nor was progress made in the cavalry wireless equipment, for the activities of new design were concentrated on producing inconspicuous sets which could be worked over short ranges in the trench area. As the rest of the army gradually equipped itself with these new trench sets, so the bigger stations of the cavalry corps became peculiar to that formation and could be distinguished by a listener from any others on the British front. It was sought once or twice to profit by this peculiarity, when the cavalry corps was moved from one army area to another, by leaving the wireless squadron behind to make a noise like five cavalry divisions, in the ingenuous hope of persuading the enemy Intelligence that they were still there: but the bodily presence of forty thousand horsemen is less easily simulated.

Speaking generally the trench to trench fighting in the West

offered little scope for the big cavalry wireless sets, and the wireless squadron for the most part trained for the gap which never came. So we will turn to Palestine, where open warfare was followed and cavalry was employed in the grand manner on its traditional task. If the new method was ever to justify itself, here was its chance, and here for the first time we see it used by the cavalry commander, not on sufferance, but because he wanted it. There was frequently no other means of communication, for although the headquarters of cavalry formations were often enough situated on some Turkish telegraph route, yet after each advance it was some days before these routes could be put into order and made full use of. A good example of the use of wireless is seen in the last four days of September, 1918, when communication between Desert Mounted Corps H.Q. and the 4th Cavalry Division could be provided in no other way; both headquarters were constantly moving and the average distance between them was forty miles: wireless provided effective communication, and thus solved the problem which in previous campaigns had proved insoluble.

In these operations each Cavalry Division had four of the pre-war pack sets, while the Desert Mounted Corps H.Q. employed two pack sets carried in Ford cars, a lorry set and a pre-war wagon set. The sets at Corps Headquarters were organized so as to have some continually in action while others were moving, and to open communication in the new position immediately after a bound of headquarters. The longest distance was from Desert Mounted Corps H.Q. at Damascus to General Headquarters near Ramleh, 140 miles. Although this success was obtained with the same equipment as that which proved so difficult to use effectively in 1914, yet it was obtained under very different circumstances. Both commanders and signals had learned something since those early days; the operation was the climax of long months of training under active service conditions, headquarters moved under their own initiative and not under that of a pursuing enemy, and, most compelling of all reasons, it was often a case of wireless or nothing.

During the war on the main front, the problem of wireless design, as we have seen, became centred on producing short range sets in large numbers for work in the trench area, and the original function of field wireless telegraphy—to provide communication for cavalry—dropped into the background. There it seems to have remained for some time. The army's continuous wave sets produced after the war were unsuited to cavalry, yet they made the old cavalry spark sets obsolete because these spark sets could seldom work without jamming the continuous wave. The new sets were unsuited to cavalry because they could not move at speed across country. They were not adapted for pack, and in a limbered wagon they could not be taken out of a walk, so that in 1925, seven years after the war ended, the cavalry division was worse off for signal communications than before it began.

Such was the unforeseen result of the greatest advance in wireless technique since its beginning; namely, the introduction of the continuous wave system, which alone made possible the widespread use of wireless in the field. We were all, perhaps, a little run away with by the experts after the war. It seemed natural at the time to base design on the general needs of four regular and fourteen territorial divisions, and to rely upon the result being adaptable for cavalry; and it is easy to think on looking back that the process might have been better reversed. The result at any rate was the "C" set of 1925—a really admirable instrument—but in no cross country vehicle of those days could it be taken faster than a walk.

To-day the six-wheeler has come to the rescue and has taken us half way through our difficulties, for we no longer seek a set which can be galloped in a limbered wagon. The six-wheeler, moreover, is giving us advantages un hoped for before; we can have communication on the move or immediately on halting, by means of a roof aerial; there is transport for the men and cover for operators and instruments in all weather, and the hard pressed operators are no longer charged with the care of their horses as well as their technical duties. In short, where a six-wheeler can go it looks as if we had at last solved the problem

of a wireless set for cavalry—the original problem, in fact, of 1903—and all our cavalry wireless is now carried in this form of transport. But a cavalry brigade signal troop has three wireless sets to-day, and the question arises whether some of them should not be capable of accompanying a regiment, or even a patrol, across any country; that is to say, on pack horses.

The "C" set will not go on pack because of one intractable load, the engine and generator on their bed plate. In the original Marconi pack set the alliance between the technician on the one hand and the pack transport expert on the other had produced an ingenious solution to this difficulty. The engine made one side load and the generator the other, on the same horse. On off saddling, the specially designed pack-saddle stood rigidly on the ground, engine on one side and generator on the other in their travelling positions. A connecting rod was shipped between them, and there was the power unit complete.

But the special Marconi pack-saddle involved complications of manufacture and supply, and there were technical reasons which necessitated the "C" set engine being directly coupled to the generator on the same bed plate. The two together on their bed plate weigh 95 lbs.; they will not make a side load, and as a top load they do not travel kindly out of a walk. This difficulty of getting the complete power unit down to a reasonable side load is the main obstacle to carrying the "C" set with cavalry on pack horses to-day. It is an obstacle which can be overcome with the progress of design; in fact, it has already been outflanked by a cavalry brigade in India, which leaves engine and generator behind and carries accumulator batteries with the set instead, replacing them at need with freshly charged batteries from the rear.

The reward of overcoming one difficulty, however, is to be faced by another, and the reintroduction of a cavalry pack set would revive the old problem of how to use it. Imagine a cavalry regiment detailed for some mission demanding speed and secrecy. The commanding officer gets his orders from Higher Command, "And," says Higher Command, "you will

get a pack wireless set from the brigade signal troop: report when on this objective and on that." So the regiment is slipped on its mission; the first objective is reached and the adjutant, busy with many things, does not forget the report and writes it as soon as he has time. Being a well-trained officer he is careful to sign it to go in cipher. "Where is that wireless station?" he says to the regimental signalling officer, "get it put up and send this message." So he tells his colonel with a clear conscience that he has sent the report, and turns his mind to the many needs of the moment.

Meanwhile the message is borne off to the corporal in charge of the wireless detachment, who may take a minute or two to find, the set is off loaded and set up and communication gained—ten minutes; the message is enciphered by the wireless operators—say, eight minutes more. So some twenty minutes after the adjutant dismissed it from his mind, the wireless station begins to send the message. All this time the war has not stood still; patrols have made their next bound and reported, and the main body of the regiment is ordered to move at once. "There is mounting, mounting in haste," but not for the wireless detachment. The Royal Signals corporal tells the regimental signalling officer (if he can find him), who tells the adjutant, who tells the C.O. (if he is not already forward) that the message has not been sent. "How much longer will it be?" "Five minutes, sir." Faced with the choice between waiting for the wireless detachment or dropping an escort, it is decided to wait. Five minutes pass. "Finished yet?" No, they are asking for a repetition; interference is bad. Another five minutes, and the message is really through. Eight minutes more to pack up, load and mount, and the station is ready to move on, some forty minutes after the message was written. With better luck it might have taken half an hour; with worse luck, and with enciphering and operating done by tired men in a gale of wind and rain, it might have taken an hour or more.

Such delays, moreover, appear to be inherent in any wireless telegraph set carried on pack and giving a great enough range for cavalry: off loading, setting up, getting into communica-

tion, enciphering, sending, dismantling and loading up again are inevitable processes. Improved design may cut a few few minutes from them but they cannot, in the light of present knowledge, be eliminated. They exist to-day as they did in the first cavalry pack set of twenty years ago.

Are we then to conclude that pack wireless will never meet a cavalry commander's needs, and therefore that wireless, where it cannot go in a six-wheeler, is better left behind? That would be a sorry confession for the original enthusiasts who saw in wireless, long before the six-wheeler was thought of, the answer to the unsolved problem of cavalry communications. Fortunately such a conclusion is unnecessary. What is necessary is for a commander to recognize what this method can, and what it cannot do, and to use it accordingly. If he will place his pack set where it can be got at at once in his order of march, and will give good warning when it is going to be wanted; if he will reduce the need for cipher by arranging a series of code words reporting his arrival at certain objectives, or by using an arbitrary grid to report his position; if the cavalry brigadier will ensure that his signal troop is exercised with his own staff and regimental commanders in every phase of tactics, then pack wireless, with all its limitations, will provide a method of long distance signalling which nothing else can give in a country inaccessible to the six-wheeler. It must be owned in truth that our imaginary regiment showed little aptitude in the matter.

It will remain for the expert to do his share by producing a station which normally travels in a six-wheeler, but which can be loaded on pack when necessary and can then be set to work within two or three minutes after halting. There is nothing technically impossible in this, but there are other difficulties besides technical ones: difficulties of manufacture, supply and maintenance, which are not always realized by the user. For the Army List tells us that there are only five cavalry brigades at home and in India, and we know that each has three wireless sets. So we seem to need only fifteen sets capable of rapid pack transport. Practically all other sets of sufficient range—and their numbers are in hundreds—will be in mechanical transport

of some kind, and the trend of design is governed by the special problems of apparatus adapted to such transport. Are the authorities likely to evolve for the comparatively small needs of cavalry, however important, a special type with its own maintenance reserves and war stocks?

Whatever the answer may be, the main difficulty in the use of any form of wireless with cavalry will remain unaffected. That difficulty is the delay caused by cipher, for cavalry, of all arms, have the least facilities for sitting down to encipher their reports. Not a year passes but the training memoranda emphasize the need for more information being passed back by commanders of forward troops, and it is only by an effort of will that a commander turns from the conduct of his own operation to send information to the headquarters behind him. It is human nature that his own difficulties should be an easy first in his mind, those of his superior a bad second; he is easily headed from his good intentions in the matter and is influenced, perhaps unconsciously, by the feeling that nothing he writes can be sent until it has been put into cipher. A few experiences of the unavoidable delays of enciphering will not encourage him.

There appears, however, to be a remedy, or at least a palliative, and it has already been referred to in this article. In most tasks allotted to cavalry the information wanted from them takes the form of simple statements, such as answers to definite questions or merely reports as to where they have got to. It should be possible before starting to arrange a series of code words, each with its corresponding meaning, and to arrange enough of them to cover most contingencies. If in our example, for instance, the adjutant had handed in a message of one word, meaning that the first objective had been reached, the demolitions carried out, and that they were now moving on, then it would have been a different story.

There is a yet more cogent need for this method of abridged reporting. The art of wireless position finding develops year by year; true, it is a difficult art, but it is comparatively less difficult to locate a wireless station working by itself, away out

of the ruck, and a detached body of cavalry is in danger of giving itself away if it sends long wireless messages. But a signal of one or two words is another matter; the station can call up, send its message and be lost again in silence in so short a time that the enemy's interception service has no hope of fixing its position. In the chaos of transmissions, friendly, enemy and neutral which fill the ether, it is doubtful if such a message would even attract their attention. The difficulty is with long administrative messages, which no code can shorten and which grow in importance with the growth of mechanization; such messages should rarely be sent by wireless if a despatch rider can carry them.

This question of sending back reports by wireless leads us to the subject of armoured car cavalry regiments, which present a problem of their own. It is clear that by wireless alone can the results of armoured car reconnaissance be sent where they are wanted and the unit be controlled, and so for the first time we see the regimental commander demanding wireless for his own purposes. He cannot fulfil his normal *rôle* without it. He wants something which will give a certain range—say fifty miles, without having to halt, and will give a much greater range, say a hundred miles, when it is possible to halt and put up a mast. For control of his squadrons in action he wants radio telephony if he can get it; for reconnaissance reports telephony may be too dangerous and wireless telegraphy must be available.

The difficulty is that the set he wants cannot be put into any of his own fighting vehicles; there is no room for it. It is true that a radio telephone set can to-day be fitted into a fighting tank, but it gives a range of a few miles only, for section control in battle. Such a set as the armoured car commander wants, needs a vehicle to itself at the present stage of technical progress; the set exists, but it takes a medium six-wheeled lorry to carry it with its crew. The presence of such a vehicle with a squadron in an enemy's country would be a mixed blessing, and it does not need a great effort of imagination to see the squadron leader requesting the signal officer to take his pantechicon to another place.

Progress in design, however, may be expected before long to produce a set which will give the necessary range and can be put into an armoured car, at the cost of displacing most of the armament and turning the car into an armoured signal vehicle. When he has got that, the next thing the regimental commander is likely to ask for is a shorter range radio telephone set within the fighting cars for communication between squadron and troop leaders, and there is no doubt that he will get it—in time.

This mention of the need for radio telephony within the armoured car regiment brings up the general question of the use of radio telephony (R/T) in the field, as opposed to wireless telegraphy (W/T). Broadly speaking, it is the difference between the verbal command or battle signal on the one hand, and the written order on the other. The main drawback to radio telephony is that the enemy hears you; its advantage is that an armoured car commander need not write out his message or carry a telegraph operator. Its natural function is the tactical control of armoured fighting vehicles in battle, where speed reigns and the enemy's hearing matters no more than did his hearing the words of command in the days of close order fighting. The very use of speech instead of the morse code may in itself be a protection, for the enemy listener who is not an interpreter can neither understand it nor write it down. There may be scope for it in cavalry formations as an alternative to telegraphy; but the danger must always be kept in mind of an enemy operator, who hears a radio telephone call, asking his officer, who understands English, to listen to the conversation. Incidentally, to speak on a field radio telephone set requires at present a technique of its own, as anyone will realize when he does it for the first time.

Having looked at the past and present difficulties in the use of wireless with cavalry, it will be interesting to finish with a summary of to-day's signal organization for the cavalry division, and to see the part borne by wireless among the other means of intercommunication. The old title of Signal Squadron has been given up and we must call the unit Cavalry Divisional Signals. It is organized on the following lines:—

Headquarters.**"A" (Cavalry Division H.Q.) troop :**

Containing a mechanical cable layer, with line and visual operators to establish Cavalry Division H.Q. signal office, and to work any telegraph lines which may be available.

"B" (Wireless Telegraphy) troop :

Containing 3 "C" wireless telegraph sets in light six-wheeled lorries, and 2 W/T and R/T sets in medium six-wheeled lorries for communication with armoured car regiments.

"C" (Despatch Rider) troop :

Containing 24 motor cyclist despatch riders.

"D" and "E" (Cavalry Brigade) troops :

Containing each 3 "C" wireless telegraph sets in light six-wheeled lorries, 8 visual operators, 10 despatch riders on horse and motor cycle.

"F" and "G" (Armoured Car Regiment) troops :

Containing each 4 W/T and R/T sets carried in regimental transport, but manned by men of "F" and "G" troops.

It is clear from this that wireless at its present stage of development is considered capable of carrying a great part of the signal traffic of the cavalry division, for the division is provided with no less than 19 sets. "F" and "G" troops have not yet materialized in their final form because, as already explained, a suitable wireless set has still to be evolved, but a set in an unarmoured lorry is being used as a temporary measure with the 11th Hussars.

This ends our review of the career of wireless in the service of the cavalry commander; a career which began with great expectations a quarter of a century ago and has met with great difficulties ever since. Not the least of these difficulties in the past has been an attitude of mind which would have Signals the business of the specialist only and not of the commander. To get value from wireless in the field, as from any other technical development, the first thing is to know, non-technically, what it can do and why it is there.

GENERAL SIR WILLIAM KEIR-GRANT, K.C.B., G.C.H.

Colonel 2nd Royal Dragoons

By COLONEL H. C. WYLLY, C.B.

IN the year 1752 a young man of the name of Archibald Keir arrived in India as surgeon of the "Godolphin," and served some three years in the Madras Presidency. After the capture of Calcutta in 1756 he accompanied the relieving force under Major Kilpatrick, sent from Madras to Fulta, in the capacity of surgeon, and shortly afterwards accepted a commission as lieutenant, and is believed to have been present at the battle of Plassey. Keir resigned the Service two years later and went home, but came back to India, settled at Patna, and engaged in commerce; in May, 1766, he rejoined the army as a captain and resigned his commission once more two years later, and seems again to have engaged tolerably successfully in business.

His son, the future general, known as Keir, Grant-Keir and finally as Keir-Grant, was born, presumably in India, in 1772, and on the 30th May, 1792, was gazetted to a cornetcy in the 15th Light Dragoons, and no doubt joined the Regiment when it was quartered at Maidenhead and Henley with detachments "on the King's Duty" at Kensington and Brentford. On 18th February, 1793, Keir was promoted lieutenant, just ten days after the French Convention had declared war on England; and on the 24th April he embarked for the Continent with four troops of the 15th Light Dragoons, which, with four others from the 11th and 16th Light Dragoons, were to form a cavalry brigade of twelve troops commanded by Major-General Dundas.

Keir was engaged with the 15th in the operations connected with the siege of Valenciennes, and the following is his own account of what occurred early in October of this year when a squadron of the Regiment was ordered to support the Prince of Schwartzburg in a reconnaissance towards Cateau and Landrecies.

“Prince Schwartzburg then commanded a regiment of Uhlans, with a part of which he advanced rather too far and was nearly surrounded by a large body of French cavalry. Major Pocklington commanded the squadron of the 15th, which had been divided into two divisions by the Prince’s orders; on seeing the difficulty in which he was involved, Major Pocklington immediately threw himself between the Prince and the French, and I galloped towards the right, and rather to the front of the Major’s half squadron, with the other which I commanded. A sharp skirmish ensued, during which the Prince made good his retreat with the loss, I believe, of a very few men. He thanked us most cordially for our behaviour, and said he attributed his escape to the manner in which we had advanced, which he said induced the French to believe that there was a much larger force in reserve, or else they might easily have cut off the whole detachment.”

During the winter when both armies went, as was then the pleasant custom, into winter quarters, the 15th were constantly employed on the advanced posts towards Menin and Werwicq; and when in the spring the campaign re-opened the Regiment was afforded and availed itself of the opportunity of winning another individual Battle Honour, as it had before in the Seven Years’ War on the same continent.

On the 24th April there occurred the historic charge of two squadrons of the 15th Light Dragoons and two of the Leopold Hussars—the four squadrons, all ranks, scarcely totalling more than 300 sabres—at Villiers-en-Cauchies, when these horsemen charged down upon a large body of French Hussars and Chasseurs, who, at the moment of impact, opened out and cleared the front, exposing a line of guns, in rear of which were six infantry battalions. “The guns,” wrote Sir Robert

Wilson, then a cornet in the 15th, "were quickly taken, but we found that the *chaussée*, which ran through a hollow, lay between them and the infantry. There was, however, no hesitation, every horse was true to his master and the *chaussée* was passed in uninterrupted impetuous career. It was then as we gained the crest that the infantry fired its volley—but in vain. In vain, also, the first ranks kneeled and presented a steady line of bayonets. The impulse was too rapid and the body attacking too solid for any infantry power formed in line to oppose, though the ranks were three deep." Breaking through the infantry the British Dragoons and the Austrian Hussars then charged the French cavalry anew, driving them before them until the pursuit ended under the walls of Bouchain. Retiring, the allied cavalry found the French infantry drawn up and presenting a threatening front, but the cavalry, again charging, went through them once more.

The Emperor of Germany caused eight gold medals to be specially struck for presentation to the officers of the 15th, of whom Lieutenant Keir was one, present on this occasion; and two years later they were all made Knights of the Order of Maria Theresa, which as in the case of other foreign orders of chivalry prior to 1814, carried the rank of knight bachelor in England and other countries, while it gave the wearer the rank of a Baron in Austria.

On the 6th July, 1794, Lieutenant Keir was promoted Captain in the 6th Dragoon Guards, then serving in Flanders under H.R.H. the Duke of York, and Captain Keir must have joined his new regiment in time to share in that terrible retreat through Holland and Flanders to the Duchy of Bremen, whereabouts the British remained until they at last embarked for England at the beginning of the winter of 1795. Immediately after arrival in England—on the 6th of January, 1806—Keir was promoted to a majority in the 6th Dragoon Guards and with this regiment he served in the Irish Rebellion of 1798. In Cannon's "History of the 6th Dragoon Guards," he states that when "the French landed at Killala on the 2nd August, Major *Kerr* of the Regiment, who commanded the squadron at

Castlebar, posted strong picquets to cover the quarters and sent out patrols to observe the enemy"; but evidently by Major *Kerr* is meant Major Keir, for there was no officer of the former name at that time in the Regiment.

Early in the following year Major Keir joined the Russian and Austrian armies in Italy, and during the months that followed had such an experience of active service of the continental kind as can have fallen at that time to the lot of only one other officer of the British service; and he, also, one who had commenced his service in the same Regiment as Major Keir, and that was Sir Robert Wilson, who had ridden as a cornet with the 15th Light Dragoons at Villiers-en-Cauchies. Keir was present at the battles of Novi, Rivoli, Mondovi and Sanliano, he served in the gunboats at Genoa, and served also at the great battle of Marengo and at the sieges of Alessandria, Sanaval, Tortona, Cunio and Savona. On the 3rd December, 1800—while apparently still employed upon the continent—Keir was appointed Lieutenant-Colonel of the 22nd Light Dragoons, a Regiment comparatively recently raised, and with this corps he proceeded to join the army in Egypt, but had the ill-fortune to arrive in that country after active operations had come to an end. At the Peace of Amiens of March, 1802, the 22nd was disbanded and Colonel Keir was for some little time on half-pay; was from December, 1804, to April, 1806, aide-de-camp to Lord Moira, commanding the Forces in Scotland; and then in the *London Gazette* of the 5th April, 1806, the following announcement is made: "Lieut.-Colonel Sir William G. Keir, on half-pay of the late 22nd Light Dragoons to be Adjutant-General to His Majesty's Forces serving in the East Indies, vice Clinton, who resigns."

Proceeding to India, he served there practically continuously for some fourteen or fifteen years, holding many high offices and important commands, and seeing a good deal of very varied service. On the 25th July, 1810, he was promoted Colonel, and appears in this year to have obtained sanction to absent himself from his appointment and serve for some time under Major-General St. Leger, when that officer had advanced to the line

of the Sutlej on the Maharaja Ranjit Singh moving south of that river, in pursuit of his project of bringing all the Sikh States under his sovereignty. Promoted Major-General on the 4th June, 1813, Keir was in the following year placed in command of a mixed force sent against Amin Khan, who for several years conducted raids into Rajputana and other defenceless parts of India. In 1815 General Keir was appointed to be Commander-in-chief of the island of Java, holding that post until the island was restored to the Dutch at the Peace; in 1817 he was appointed to the Bombay staff, and on the outset of the Pindari war of 1817 he assumed command of the Gujarat Division, the rôle of which was to guard the frontier of Gujarat against any inroads of the Pindaris, intercept them if they should cross the Lower Narbada, and act in concert with the Madras army under General Hislop; but in the operations which he thereafter conducted, his movements were greatly hampered and their success impaired by constant contradictory orders and extraordinarily faulty intelligence.

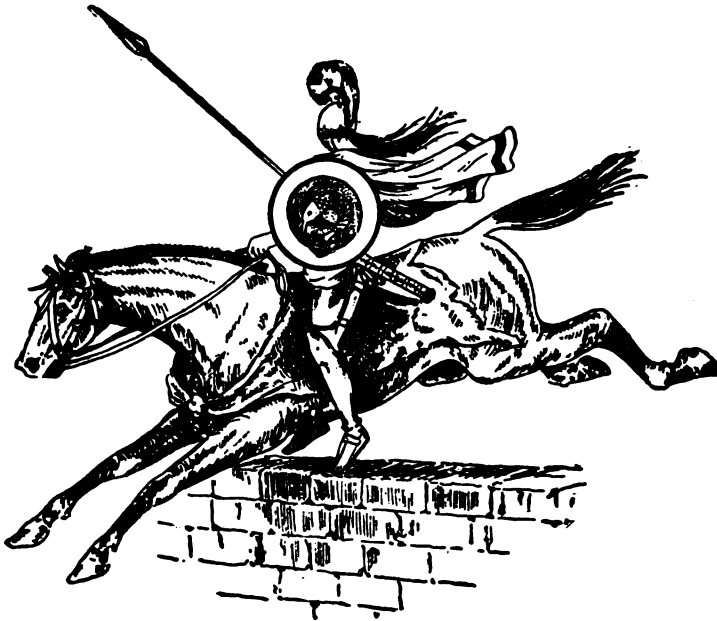
In March, 1819, Major-General Keir was somewhat hurriedly ordered to take command of a force proceeding to Kutch, and in a very short time he had defeated the enemy in the field and captured a fort hitherto held to be impregnable. He can scarcely have arrived back in Bombay on his return from these highly successful operations, when he was sent by the Bombay Government with a strong force to suppress the piracy in the Persian Gulf, which had lately become a serious menace to Indian shipping in general and coastal trade in particular. Here, again, the mission entrusted to General Keir was very speedily and successfully carried out; the expeditionary force only sailed from Bombay in October, 1819, and by the 8th January, 1820, the Joasmi, a maritime tribe and the chief offenders, had been defeated and their stronghold captured, and General Keir had signed a treaty with the chiefs, providing for the entire suppression of piracy and the adoption of measures of future prevention.

For his services General Keir received the thanks of the Governor-General in Council, and the Persian Order of th

Lion and Sun. Returning now to England, he was made a K.C.B. in 1822, Lieutenant-General in 1825, G.C.H. in 1835, Colonel of the Scots Greys in 1839 and General in 1841.

In his last years he assumed the name of Keir-Grant.

General Sir William Keir-Grant died on the 7th May, 1852, aged eighty, and few officers of his days and branch of the Army can have seen more varied service and fought with and against so many different races and nations.



THE AUSTRALIAN LIGHT HORSE

THE fifteen regiments of Australian Light Horse which took part in the war 1914-18 were specially raised for that war and had no counterpart in the peace time organization of the Australian Military Forces. A considerable proportion of the personnel had received training in the regiments which existed in Australia prior to that war, but no pre-war regiment went abroad as a complete unit. On return to Australia these units were demobilized and the personnel returned to their civil avocations.

The pre-war regiments were maintained in skeleton form throughout this period, and after the demobilization of the regiments of the Australian Imperial Force, responsibility for the provision of mounted units passed once again to them.

A considerable reorganization of the whole of the Australian Military Forces took place in 1921, and as a result provision was made for the maintenance of twenty-three regiments of Light Horse. Eighteen of these were formed into two Cavalry Divisions each of three brigades of three regiments, two were to be Corps Cavalry Regiments while the remaining three became part of the Mixed Brigades formed in Queensland, Western Australia and Tasmania. The 1st Cavalry Division has one Brigade in Queensland while two Brigades and one Corps Cavalry Regiment are in New South Wales. The 2nd Cavalry Division in Victoria is at the same strength as that in New South Wales, its third Brigade being in South Australia.

The whole of the personnel are voluntarily enlisted on the lines of British Yeomanry Regiments, the requirements of

training being four days per year at home stations and eight days in camp. The only regular personnel are Divisional and Brigade staffs, and Adjutants and Sergeant-Major instructors of Regiments. All commanders and a proportion of staff officers belong to the Citizen Force, the name used in Australia to describe part-time serving soldiers.

In order to make as much use as possible of the A.I.F. experience and tradition, the units formed in 1921 were given the designations of the A.I.F. units which were raised in the same localities, and officers and non-commissioned officers with war experience were encouraged to join up with the Citizen Force units. This applied to the regiments numbered one to fifteen—the balance from seventeen to twenty-three having no A.I.F. counterpart. They, however, built up a framework from personnel of war experience in their areas. Most of the regiments adopted an additional name either in perpetuation of some former unit or relating to the district in which raised. Thus the 1st Regiment is called the 1st Light Horse (New South Wales Lancers), claiming unbroken connection with the first mounted unit raised in Australia. The majority of regiments have become allied with British Cavalry Regiments and are getting into closer touch with the latter.

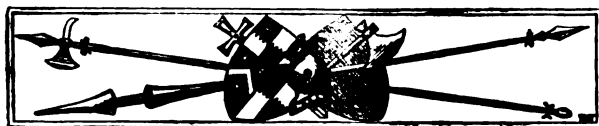
The bulk of the Australian Military Forces are raised under a system of compulsory training whereby every youth who is fit is required to serve for a number of days a year for some years. This system can only be applied in the more populous areas, so that all persons living more than five miles from a training centre are granted exemptions. If Light Horse Regiments were formed from the trainees provided under this system the best material would be denied to them. In the sparsely-populated country districts are the best horsemen, horsemasters and riding horses, consequently the Light Horse are permitted to obtain their personnel by voluntary enlistment. Each man is required to provide a horse of an approved standard and to engage to serve for twelve days a year for three years. Re-engagements are permitted. Regimental areas are large and it is usual to raise only one troop at each centre, generally a country town.

Regimental camps are the normal on account of the expense and loss of time in travelling to concentrate, but every two or three years Brigade camps are held. The 2nd Cavalry Division in Victoria, with much shorter distances, generally manages to concentrate two Brigades in the one camp.

Units are organized and equipped on British War Establishments and trained in accordance with Cavalry Training. The lance has not for many years been an official arm of Light Horse Regiments, but all now carry the sword. The only difference in armament is that the Hotchkiss rifle is still an issue to Australian Regiments.

As a peace-time economy regiments only raise Headquarters, one Sabre Squadron and four troops, and one Machine Gun Squadron of four weak troops.

The long distances met with in a country the size of Australia are the most serious difficulties to be contended with in raising and training Light Horse. Motor transport is driving the horse from the roads and it is necessary to go further afield to obtain suitable men and horses. As a result troops rarely see the remainder of their squadron except at the annual camp, while supervision of home training by Squadron Leaders and Regimental Commanders is almost impossible of achievement. The results, taking into account the difficulties to be overcome, are surprisingly good and it is hard to believe that they are achieved in the short space of twelve days a year.



"THE DREAM OF AN EXILE"

By "ROYAL DRAGOON."

PART I.

*"Not the long leagues between, not the seas that divide,
Will prevent us from hearing the thunder of horse,
The 'Tally-ho back!' of a Whip in the ride,
Or the glad 'Gone away!' from the end of the gorse."*

HERE they come. Three black velvet caps at regular intervals one behind the other, bobbing along, just visible above the high blackthorn hedge, with now and then a glimpse of scarlet through a gap. They turn a corner out of sight, but presently come into view at the far end of the village street and jog up to the 'green,' where they take up their position at the stroke of eleven.

There is an eager press forward amongst the crowd of villagers on foot Mrs. Matthews of the 'Crown and Anchor' recognizes the puppy she walked last year "There she is, look, Annie, there's Brevity. Oh, ain't she lovely?" And Brevity shows her appreciation of this compliment by going up and snuffling her greetings. The 'field' is growing rapidly as more and more cars drive up. Yes, they are all there, all those well-remembered faces. Every one seems even to be wearing the same clothes and riding the same horses as when we last saw them! It all seems so natural, so exactly the same as it has always been, that we can hardly believe that it is quite a long time since we last had a hunt. But, for all that, when we woke up this morning and saw our boots and breeches put out ready and our red coat hanging over the back of the chair, we went nearly crazy with excitement.

We hand over our horse to one of the bystanders and go up to have a look at the hounds and chat to our friends; but we keep an anxious eye on our watch, for we have a feeling that once the business of the day begins we shall not have much time to think of anything else. It is a clear still morning, and there is that sort of expectant hush in the air which makes one feel "If there aren't a scent this mornin' there aren't no halligators!" We feel an added satisfaction in having got our old favourite out to-day. He may not be much to look at, but just wait until hounds run before you tell us what you think of him.

We already know which road they will take to get to the first draw, so, just before the quarter, we beckon to our horseholder whom we suitably reward, and after giving our horse one last look over we climb on and edge towards the corner of the road in question.

Sharp at 11.15 the Master gets on his horse, and with "Hounds, Gentlemen, please," from the Huntsman, the cavalcade moves off.

* * * *

It is just half-past twelve, and we are trotting along the road again on the way to the next draw. We have had a quick little dart from Hangdown Wood which was brought to an untimely end at the main road by our fox being badly headed and the field over-riding hounds.

But it was enough to show us what we already suspected, that there is a scent; and we cannot help feeling that there is something really good in store for us. We are approaching Holton Spinney, and a Whip has already been sent on to take up his post on the far side. It is a cover ideally placed, on a slight hill, and on every side

"Before us, far as eye can see,
Like smooth, green-tinted glass,
A battle-ground for bravery,
Is spread the English grass."

We turn out of the lane and the Huntsman canters hounds up the slope and waves them into cover. Instantly there is a mad rush for the gateway alongside the cover fence, and there

the Field Master holds us up. Under pretence of being slightly out of control (we confess it without a blush that the old horse has perfect manners!) we have wormed our way through the scrimmage, and now, from a front place, we can watch how eagerly hounds are drawing, questing this way and that and tipping their waving sterns with red as they burst through the thick brambles. They are soon lost to sight, as they work up to the far side. Once again, as we sit waiting, there comes over us that feeling of wild reckless excitement; once again the old horse stands quivering, his keen ears pricked.

But we do not have long to wait

Hark! a whimper; another, and the huntsman cheers it. They've found!

As hounds go rousing round the cover, making the echoes roar, we settle ourself in the saddle, cram our hat on and take a glance at our watch. We have already decided exactly where we are going at the fence below if he breaks on this side.

. . . . Another moment, and the Whip at the far corner is standing up in his stirrups screaming his soul out. Glorious sound!—quickly followed by those thrilling double notes of the Huntsman's horn as he gallops up the middle ride blowing them away, and from behind us Fred's cheery “Garr-away hark, to him, hark, cry hark!” and the crack of his whip. Hounds come tumbling out of cover, hover for a second as they hit the line, and then drive on together, heads up, straining for the lead, all fire and dash and gallantry. Glorious sight!—that sets one's blood on fire, and makes the old horse take quite a hold as he gallops down to the first fence.

“Now where are all your sorrows and your cares, ye gloomy souls?

Or where your pains and aches, ye complaining ones? One holloa has dispelled them all.”

The game has begun, the finest game in the world, so “with elbows and legs, elbows and legs, get forrard to the 'ounds.”

Now, quick, down the hill and over the fence beside that elm tree. Blast the woman, she can't hold one side of that brute; they nearly swerved into us as we took off Now for those

rails in the corner. Gallop, man, gallop They're swinging left-handed. No, not into that orchard you idiot—you'll only waste time jumping two fences instead of one. Jump the cross-fence and then turn left. That's the idea look out, that next fence is wired. And a chain round the gate, confound it. A deuced high one, too. Never mind, go on, over you go; there's no time to stop and undo it; you can leave all that to the blokes behind. Well, done, now we're well away. By Jove, what a pace they're going!

*"He's away! I can hear the identical holloa,
I can feel my young thoroughbred strain down the ride,
I can hear the dull thunder of hundreds that follow,
I can see my old comrades in life by my side.
Do I dream? All around me I see the dead riding,
And voices long silent re-echo with glee;
I can hear the far wail of the Master's vain chiding,
As vain as the Norseman's reproof of the sea."*

PART II.

*"Vain indeed! For the bitches are racing before us,
Not a nose to the earth, not a stern in the air;
And we know by the notes of that modified chorus
How straight we must ride if we wish to be there."*

We have got a flying start from Holton Spinney, and are well away on the right flank of hounds. It looks like being the real thing, and we sit down to ride.

Nothing before us but field on field of grass with the fences looming black between, nothing in our ears but that "wild, high crying" of the flying pack; a good man and true to right and to left of us, above us the grey skies of England, and a gallant horse between our knees.

*"Oh glory of youth, consolation of age,
Sublimest of ecstasies under the sun!"*

As we gallop on we take stock of our neighbours. On our right is a tall stranger in a black coat fairly shoving along on a hireling from Jobbins, with a lady following him. Next on our left is the Huntsman, well up with his hounds—but then he always is, more power to him!

On the left flank of hounds is the little lady in the neat blue habit whom we noticed at the meet. She is taking them as they come and the grey horse is jumping beautifully. Beyond her is one who is never far off when hounds really run, for all his sixty-odd summers. Beyond him again are three or four more who struck lucky when hounds swung left-handed, including the fearless heavy-weight, who is going like a scalded cat as usual.

By Jove! this is an awkward-looking fence in front of us—a particularly uncompromising-looking bank, very steep and narrow and with a ditch towards us. It is far too high for us to dream of ‘flying’ it, and instead of having a growth on top that a horse could break by jumping on it, there are stout ash growers, only recently cut and laid, affording no sort of foothold. In fact it’s a case of “certain death on this side and eternal damnation on the other!” However we follow the excellent precept of throwing our heart over first and then proceeding to follow it. We make it quite plain to the old horse that we are going to get to the other side somehow, and send him at it at a pace that will probably prevent us getting hung up on top of the fence if he does lose his footing; but we leave the rest to him. As he lights on top, we give him plenty of rein and sit as still as a mouse.

Well done, old man, but by Jove, I thought we were gone that time. Goodness knows where he put his feet, but he’s as clever as a cat.

Out of the tail of our eye we see our friend on the hireling go at it full tilt “for the honour of Hit’im-and-Hold’im-shire” and come a real crumpler. It looks a very nasty fall, but “the pace is too good to inquire.”

The Huntsman is over with a scramble. It is considerably lower away on the left, where the little lady on the grey meets it, and we catch a fleeting glimpse of the good grey horse

galloping at it, standing back and throwing a grand 'lepp,' kicking back at the fence as he clears it, which launches him well out into the next field.

An innocent-looking little thorn-fence confronts us now with plenty of thin places in it. But we see there are some cattle in the next field, and 'smell a rat' at once. That fence as we see it from this side would never keep cattle in; and we avoid the thin places and go for the blackest we can find, to make our horse 'spread himself.' And just as well we did, for as we sail over it, we catch a glimpse of a frightful chasm of a ditch below us.

Three fields further on there looms up an impenetrable-looking 'bullfinch.' There doesn't seem to be any feasible place in it and there is no gate, but no doubt it will improve on acquaintance. As we approach it we see that there is one place on the left which shows rather more daylight than elsewhere, but we don't quite fancy it. In a fence like this the growers are often strongest at what appears from a distance to be the thinnest spot.

So, as we get nearer, we select a denser-looking place where the outer twigs of two thorn-trees meet, and charge it with our right arm shielding our face. The old horse dives at it with his ears back. He flounders for a moment while all the thorns in the world seem to clutch at us, then lands with a grunt on the far side. We rescue our hat which is dangling down our back at the end of its guard, and give him a pat on the neck as we gallop on. He tosses his head as much as to say: "We've been through worse things than that before now."

After jumping the next fence we find ourselves in a ploughed field—an unusual occurrence in this sea of grass, and, as it turns out, the only one we strike all day. It is very sticky and holding after the recent rains and there is water lying in the drainage furrows. We turn off and ride down one of them. If water can lie there it means a sound bottom and better going, even if we do get well splashed.

There is rising ground in front of us now with a wood running up on our right. As we jump into the next field we see that the fence at the top is wired.

Well, here's a facer. The only possible way out, unless we make a big detour to the left, is some timber in the corner up against the wood; but even from here it looks a brute of a place. However, it's "neck or nothing" when hounds run as they're running now, and we wouldn't lose our place just now for all the gold that ever came out of Ophir.

We steady down to an easier pace going up the slope. As we approach the timber in the corner we like the look of it less and less.

Stout new cattle rails, uncommon stiff and uncommon high, and with a dip in front of them badly 'poached' by the cattle going down to rub against the rails.

This is one of those moments that come in every really 'good thing' over a big country, no matter with what judgment one rides or how good an eye one has for a country—when one has to harden one's heart and ride at a *really* nasty place or else pack up and go home; when one says with Mr. Jorrocks: "Dash my vig, here's an unavoidable leap. Terrible place indeed! Give a guinea 'at to be on the far side."

We steady right down and go at it at a slow canter. The old horse pricks his ears and we can feel him gather himself. We know he'd sooner die than refuse with us. Three strides away we sit down and let him go on. He takes off exactly right and launches himself into the air. He just touches it with his hind feet, but lands safely in the next field. What a treasure the old man is!

By this time hounds, still racing on, have rather got the better of us, and below us, two fields ahead, we see the gleam of a brook and the leading hounds shaking themselves on the far side. But we do not make the mistake of putting on steam down the hill to catch them. The effort of coming up the hill and taking on the big timber at the top has rather told on our horse, and if we hustled him just now he would very soon go to pieces.

Instead, we let him go down the hill as fast as his stride will take him and no faster, and he has had a chance to regain his wind by the time we arrive at the brook. It is right up to its

banks and looks very uninviting. We choose a sound-looking place beside two willow-trees. No need for us to set him alight: he knows exactly what is wanted, and the sight of hounds topping a fence two fields ahead is quite enough for him. We steady him; then a few strides away we send him along at it. He goes at it with a rush, and we sail over with a yard to spare.

Those two men on the hill in front of us are just standing there staring. If they had seen the fox they would be waving and shouting. But no doubt the fox has seen them and had to alter his course. We guess that he has swung right-handed round the shoulder of the hill to avoid being seen. A hunted fox is an artist in the use of ground. We veer right-handed accordingly, and strike a lane running in the right direction which at this stage we are only too thankful to make use of. A sign-post shows us that the village on our right is Little Lessington, which we remember to be six or seven miles from Holton Spinney, and we see by our watch that they have been running for exactly thirty-five minutes.

Sure enough hounds swing to us almost at once. They run right up to the road fence, and we pull up in case they are going to cross. But instead they take the line very prettily up the centre of the lane for a couple of hundred yards led by our friend Brevity, and then turn off it left-handed through a gateway. Our fox appears to be making for the big woods of Silbury Park, which we can see about two miles ahead.

As we turn out of the lane we see there are only four 'in it' besides ourself—the Huntsman, the lady on the grey, and two of the left-hand contingent.

The next few fences present little difficulty, but the old horse is not jumping quite as free as he was, and we save him all we can. Hounds are running now with a kind of savage intensity, and their cry has taken on a more menacing note. The end cannot be far off, for no fox that was ever born could stand this pace much longer.

Soon a labourer standing on top of a haystack points and shouts to us as we pass: "'E's close afore 'em"—and there, two

fields ahead, we see him, struggling on rather stiffly with his brush trailing on the ground. “Yonder he goes!” we shout, for the edification of the Huntsman, but he has seen him before we did. In our excitement we meet the next fence all wrong and take it by the roots. Fortunately it is a weak thorn-fence, or we should have been down.

And now hounds get a view of him. Up go their hackles and their cry drops to a whimper as they race at him. But he is through the next fence before they can reach him. They charge it in line, dwell for an instant on the other side, and then fling left-handed.

As we land into the same field we see a scrambling, worrying mêlée up under the fence in the corner. They’ve got him!

We jump off our horse and run up to help the Huntsman clear a space round the dead fox, and by degrees the remnants of the ‘field’ come up. Forty-five minutes without a check, and an eight-mile point. . . . Well, that’s enough for one horse, although it is still quite early. We have a word or two with the little lady on the grey, who is just changing on to her second horse. “Is she going to be at the Hunt Ball on Monday?” Yes, she is. Good. “Will she look out for us there?” Yes, of course she will. Splendid. Then, at peace with all the world, we turn our horse’s head for home.

“That’s the sort of hunt one dreams about,” we hear ourself saying. Then with a shock we realise that it has only been a dream after all.



*REMOUNTING OF THE MADRAS CAVALRY IN THE
DAYS OF THE COMPANY BAHADUR*

BY MAJOR HON. R. A. ADDINGTON

WE have seen in a previous article how great were the exertions made by the Madras Government to provide good horses for their cavalry, and how a stud farm was inaugurated for that purpose. The following notes bring the story from the fall of Seringapatam, in 1799, through the period of the Mahratta Wars up to 1818, when the *pax Britanica* descended upon the South of India.

At the storming of Seringapatam there were only four regiments of Madras Cavalry, but by the time of Assaye in 1803, this number had been doubled and so urgent was the need for mounted troops that they were continuously in the field. A ninth regiment was even proposed, but this was actually never raised.

The Mahrattas, with whom we were at war, were renowned for their exceedingly mobile cavalry, so that the wear and tear on our horseflesh, combined with the increase in number of cavalry regiments, occasioned a severe strain upon the remount arrangements.

Captain Montgomery, who had hitherto been the leading spirit of the remount department, left India about 1802. He was succeeded in the horse agency by Captain Patrick Walker, a cavalry officer who had made a great reputation in the Mysore

wars.* In November, 1802, we find him being despatched to Mangalore (on S.W. coast of India), to procure 700 Cutch remounts, which were obtained by native agents in the provinces adjacent to Kathiawar, and shipped to Mangalore. This lot of horses was so good that a further 500 were ordered for the next year, and 1,100 for 1804. But the times were uncertain and pirates were active on the high seas, so that precise regulations had to be drawn out fixing responsibility. We find casualties on board ship had to be borne by the dealers, except those lost through enemy action or shipwreck, or death after landing. In these cases Government bore the loss.

These arrangements were tentative only, as it was hoped that the new stud at Ganjam would soon provide all the remounts required. In September, 1804, however, it was realised that these expectations were not to be fulfilled, so the C.-in-C. recommended the revival of the old system of a horse agency and Major Walker was confirmed in that appointment with a grant of Pagodas† 3,000 for the two years' work he had already performed.

His staff consisted of :

- 1 Pensioned Subadah of Cavalry.
- 1 Pensioned Havildar of Cavalry.
- 3 Pensioned troopers.
- 2 Writers.
- 1 Munshi.

The duties that were delegated to this Indian Officer were of a highly responsible nature. In 1806 died pensioned Subadah of Cavalry Mohomed Mucktoom. He had been fourteen years on remount duty during which period he had been three times detached to Cutch, Scind and Candahar to meet the breeders and dealers. It is satisfactory to find that his family received

* When this officer died on service, in October, 1817, the C.-in-C. thus referred to his death : " By this mournful event, the public service, particularly at this moment, has sustained a loss which I acknowledge myself unequal to repair ; for I know not at present of any officer in whom an equal combination of rank, talent, experience, and local knowledge can be found to warrant a recommendation to be the Colonel's successor in the important duty confided to him."

† Pagoda = $3\frac{1}{4}$ rupees.

a special pension of 5 pagodas a month. He was succeeded by Pensioned Subadah Abdul Khader, 6th Light Cavalry.

The number of horses handled was steadily rising. The figures are :

1802	..	..	700
1803	..	..	500
1804	..	..	931
1805	..	..	806
1806	..	..	1,049

But the facilities for landing were not adequate to cope with such large numbers. The Arab dhows, bringing the horses could not cross the bar at Mangalore, so country boats had to be sent out to meet them, into which the horses were loaded. These boats were then brought into shallow water and capsized, forcing the horses to leap out and flounder ashore.* Casualties often occurred so that with increasing numbers a more efficient arrangement became necessary. Walker, therefore, built a wharf and crane at the very moderate cost of Rs.2,500, by which means 131 horses could be landed in 3½ hours. He also built a range of 102 stalls for the modest sum of Rs.176, as experience showed the horses on first landing from the stuffy atmosphere on board ship were very susceptible to the N.W. winds and many died from colds and strangles. At the same time the Company assumed liability for casualties to horses that might occur between the time of landing and the assembling of a committee to pass them, which was sometimes several months.

During the years he was on this duty Major Walker was able to reduce the average cost per remount from Pag.129 to Pag.106, but in 1807 Government attempted to improve the class of remount and proposed to accept nothing under 14 hands high, and only between the ages of 4 and 7 years. This raised

* The dealers probably learnt this method in the Persian Gulf, as it is still practised there. In 1919 the writer assisted in landing about 300 horses and 80 mules in one day by this method at Bunder Abbas. The ship had to anchor some three miles out owing to shallow water. The horses were swung out one by one into boats which held five or six. These sailed in close to shore and were capsized. The only casualty was one mule that broke a leg.

a storm of protest from the dealers, who intimated that if this was insisted on they would raise the price by Rs.100 per horse, and besides they were very doubtful if they could procure the required numbers. They made a counter proposal to supply horses of serviceable height between the ages of $2\frac{1}{2}$ and 8 years at Rs.371 each.

As the younger horses had not been knocked about they usually proved superior in the long run, so Government accepted the above offer for the ensuing season of 1808.

After settling these difficulties, Major Walker applied for furlough, having completed 25 years' actual service in India without leaving the country. He was succeeded in his appointment by Captain David Foulis, 1st Light Cavalry.

About this time the Madras Government requested the Bombay Government to obtain correct information on the causes of difficulty in procuring horses from Cutch. In response to this Captain David Seton, of the Bombay establishment, submitted an exceedingly interesting report of seventeen or eighteen pages, in which he reviewed the whole question of horse supply. It can only be epitomised here.

He states that 1,500 horses can easily be obtained in Cutch every year. The chief market in Scind, he says, is Lad Khaneh, 15 coss from Shikarpur. Here come the Pathan horse dealers *en route* for Hindustan, with colts from Zabulistan, Cabul, Khirat and Kharassan. They are usually in very bad condition, but they halt and fatten them where fodder is abundant.

Mention is made of the following indigenous breeds of horses :

The Goelwar horse from near the sea coast.

The Gondel, Amrelly or Junaghur horse.

The Choathala horse from Babreavar in Kathiawar.

The Hullar horses of the North.

And others from Zabulistan, Cabul, Kandahar, Khirat and Khorassan.

The Turkoman Kurdee horse.

Contractors bought horses from 2 to 10 years' old. The prices had been rising for several years. From 1795-1800 the

best horses in Kathiawar could have been bought for Rs.400. In 1803 the best Cutch horses cost from Rs.330 to Rs.500, but by 1807 this had risen to Rs.500-700.

He recommends buying Persian horses at Bunder Abbas, and says that he was there for two months in the previous year during which time 300 horses were shown to him, of which he bought 100 fit for cavalry at Rs.160 each.

No immediate action appears to have been taken on this report, except that new regulations were issued to the dealers, insisting among other things on a minimum height for remounts of 14 hands, and a minimum age of 3 years in peace time or 4 years in time of war.

During 1807 we find 1,000 horses were landed at Mangalore and that the stabling accommodation had to be increased to 400. This year seventeen horses on this voyage down the coast were captured by pirates.

In 1808 a farrier was permanently posted to the remount staff at Mangalore. In the same year 1,300 horses were requisitioned for the ensuing season. A few camels (seventy) were also handled on this route during the year.

The next year Captain Foulis resigned his appointment and proceeded to Europe on furlough, being succeeded by Captain Munt. This officer only held the appointment for a short time, for in 1810 the system of appointing an agent for the purchase of horses was abolished. Thenceforward the duty of supplying remounts was vested in the Commissary General's Department and executive officers detailed by him. This no doubt was the beginning of the Remount Department as we know it to-day.

Under the new system, Messrs. Forbes & Co., Bombay, were commissioned to supervise the dealers shipping horses to Mangalore, but it was felt advisable to avoid allowing them a complete monopoly. With this object in view Lieutenant-Colonel T. Nuthall, 4th Light Cavalry, was appointed to buy horses in the Deccan, where he had been similarly employed from 1793-1796, between the Mysore Wars of 1791 and 1799, and in which work he had proved himself successful.



THE CAVALRY JOURNAL—No. 74.



In a memorandum on the situation he states that the great fair for horses is at Malagong in Nandair (perhaps Malegaon, some miles N. of Nasik), whither the dealers brought their cattle from Bilsak, Indore, Pokeer, Ongeen and Chankery (the latter being the principal mart for horses in the Mahratta territories and perhaps in India). Some of them came from distances as much as 1,000 miles. The attempt to resuscitate this source of supply was not immediately successful, in fact, the Deccan must be regarded as only a secondary proposition. Actually Nuthall was only able to obtain 145 horses, but the quality must have been good, because 20 of these were fit for officers' chargers, whereas of 797 Cutch horses that were shipped to Mangalore the same year, only 7 were selected for officers.

In October, 1812, Lieutenant John Campbell, 1st Light Cavalry, relieved Colonel Nuthall as remount purchasing officer in the Deccan, and he soon began to put life into the business.

At this time, Java was being conquered by a force from India. Included in this force was a corps of cavalry raised in that island and commanded by Captain L. H. O'Brien. This officer's brother, who was serving in the cavalry at Hyderabad, wrote a glowing account of the Deccany horse and offered to procure them between 13.3 and 14 hands, and to deliver them at Masulipatam for Rs.320.

As a result of this letter, Campbell was ordered to procure in the Deccan 120 horses for Java. In the short space of two months he had despatched eighty-eight excellent horses to that island, via Masulipatam.

In 1812 a very severe famine occurred in the horse breeding districts of Cutch, which greatly enhanced the difficulties of the remount service, especially as at the same time efforts were being made to increase the height and improve the quality of remount horses. The dealers naturally took advantage of this shortage to try to force inferior animals on Government and to increase their prices.

The result was that remount officers began to turn their attention to more distant sources of supply and we find mention of Arabia and Abyssinia and the establishment of a horse mart

at Bunder Abbas on the Persian Gulf. Still Cutch remained the chief source of horses until 1818, and Soonderjee Serojee, the Bombay dealer, who had been in the business since its inception, continued to supply them. His services were so valuable that as a reward Government sent him several stallions for the improvement of the breed of horses.

Lieutenant Campbell still remained active in the Deccan district. In October, 1814, an amusing incident occurred at Seroor. Lieutenant-Colonel Nuthall, the late remount officer, was detailed as President of a Board to examine thirty-eight of Campbell's remounts in May, and rejected them all as "spavined, foundered and weak in the loins." Three months later, after the rains, he accepted the same animals. We are left in the dark as to whether this was done in pique against the officer who had replaced him, but he got a severe rap over the knuckles from Government. In the next year the Deccan produced 109 horses, of which forty-two were fit for British cavalry.

It is interesting to note that horses continued to be bred in the Deccan for many years and maintained a high reputation right up to the Second Afghan War (1880), when large numbers were bought for transport purposes. Stallions, mares and young stock were bought up at large prices and the breed never recovered the drain made upon its breeding stock.

In the poem by Lord Lytton, "The Old Pindarry," the old marauder mentions his Deccany mare, on which he had made many a raid.

Much discussion took place in these years as to the type of horse best suited to cavalry work in India. As the Mahratta Wars were affording a very practical school for trying out cavalry, advantage was taken of the opportunity to call for a return of the twelve best troop horses in each troop (or seventy-two per regiment) during long and constant marching with a scarcity of forage. Of the seventy-two returned by the 1st Light Cavalry, twenty-one were above 14.2 and fifty-one below; some even being as small as 13.3.

That distinguished cavalry leader, Colonel (afterwards General Sir John) Doveton, considered that the best horses for

cavalry were those from Kathiawar between 14.1 and 14.3 hands, and he had had great campaigning experience. These horses had been justly famed in India for centuries. Their owners had been raiders from time immemorial who trusted their lives to the speed and stamina of their horses. Unfortunately it was found that the dealers only were profiting by the handsome price given by Government, and that the actual breeders were deriving very little advantage.

It must be admitted that the Company's officers displayed great enterprise in exploring every field for the supply of horseflesh. In 1808 Lieutenant St. J. Blacker, 1st Light Cavalry, was with part of his troop on escort duty to the Resident in Persia. He must have formed a favourable impression of the horses there and reported to Government, because two years later advantage was taken of his local knowledge to despatch him to the Persian Gulf on remount purchasing duty. In his instructions the type of horse required was described as "14 hands 2 ins. high, short limbed, boney, full chested, broad across the loins, round sided and deep barrellled." The average price, all costs included, of the horses landed at Mangalore, was not to exceed 400 rupees, and he was required to provide 500 animals.

He commenced operations in 1811, but at first with slight success. His early lots of remounts were not approved of on account of being too slight, many died on board the ships owing to heat and scarcity of water. In one case legal action was taken against a ship's captain for neglect of the horses on board but the suit failed.

In 1812 and 1813, however, Blacker was more successful, though he made a terrible muddle of his accounts, exceeded his credit, despatched horses that did not tally with the descriptive roll, and got severely told off. He then asked to resign his appointment, and was relieved in May, 1813.

During his tenure of the appointment he supplied 584 horses at an average price of Pagodas 155. Four hundred and twelve of these horses were selected for the cavalry. The board that passed them remarked that "Arab horses appear to them

infinitely better calculated for the service than the generality of those procured from Cutch, and those which are from 14.1 to 14.2 and upwards in height, are better adapted for heavy weight and to undergo fatigue." The final conclusion of the Governor in Council was that these horses were a great acquisition.

This transaction is interesting, as it is believed to be the first occasion on which organized efforts were made to obtain Arab horses, or indeed horses from outside India, in any numbers. Later on, of course, Australian horses began to be imported, and for a while also a certain number of Cape horses from South Africa, but enough has been written to give a glimpse of the type of horse that served in the ranks in the palmy days of the Madras Cavalry under the Company Bahadur.



SOME SHOW JUMPERS

SINCE the War show-jumping has received renewed interest. Increased activity is noticeable at regimental mounted sports, Command Horse Shows and the Royal Tournament. Throughout the length and breadth of the land, shows are held from March to September where jumping takes place, often including entries from officers and non-commissioned officers. These shows range from the Royal and County Agricultural Shows down to the smallest village flower show.

The International Horse Show at Olympia now receives entries of seventy British Officers' horses, auguring well for the future of International contests. The foreign competitions at which British Officers have sometimes taken part are those held at Brussels, Nice and Rome during the last three years; and the Olympic Games of 1924, held in Paris. In this category also may be included the Ballsbridge Show of the Royal Dublin Society. They have been attended by a team of officers officially selected and sent abroad as the representatives of Great Britain. These have met with varying success, most notable being the expeditions to Nice in 1927 and 1928, and to Brussels in 1928.

The advantages and disadvantages of show-jumping of any kind are not within the scope of this article, the purpose of which is to trace briefly the history of four amongst the best horses of the last decade. The four selected show clearly the necessity of perseverance in the trainer; for their performances have in no case been due to chance or conformation alone. They still belie their age, and should be an encouragement to those who seek to produce a horse, schooled to perfection, which can jump for England at Olympia, and yet carry his master to hounds; or, if need be, in a sterner chase.

BRONCHO.

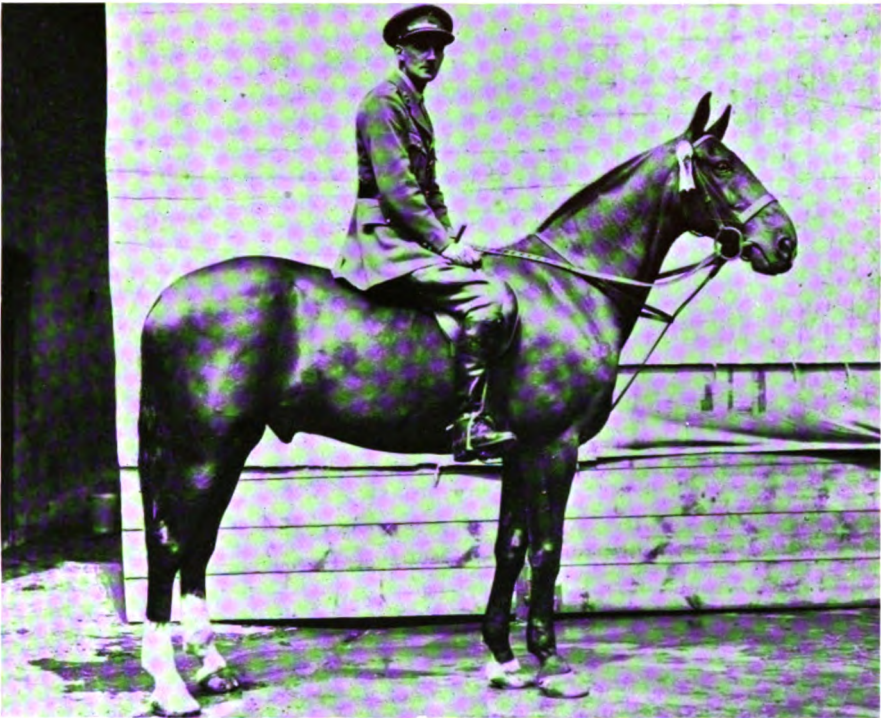
Broncho was probably foaled in 1904 or 1905, but some doubt exists as to his age. He was a remount at the Cavalry School in

1909 or 1910, where he trained quickly in the long reins. As he disliked his first saddling his foreleg was strapped up whilst his trainer mounted; but before there was time to loose the foreleg the rider was hurtling through the air, followed by the saddle with girth intact both sides. The backing stage finished with a name found for the remount, and the student N.C.O. in hospital.

The riding instructor, Sergeant-Major Instructor A. E. Stevens, was allotted Broncho as his demonstration horse, jumping him for two years in the Cavalry School N.C.O.'s jumping team at the Royal Naval and Military Tournament. Lord Ebrington, then a subaltern in the Greys and instructor at the School, rode him in the officers' competitions at the International Horse Shows of 1913 and 1914. The first year he did well, winning two or three prizes; during the second year he tied in the King's Cup with two others, losing on running off.

In his young days Broncho had a great jump in him, but did not take much interest in his work, nor could he be made to put in a short stride. He was hunted with the Bicester in January and February, 1914, and proved a marvellous hunter, taking a new interest in life. On mobilization he was sent as charger to Lord Allenby, and within a year or two returned to Lord Ebrington, with whom he remained until the spring of 1918. He won some jumping competitions in France in 1916 and 1917, but in the latter year developed ringbone for which he was nearly destroyed. Veterinary assistance was forthcoming, for Major Townsend thought he could save him, and so fired him. Eight years later Broncho was led into barracks at Aldershot; Major Townsend was delighted to see him so sound and well, and to renew friendship with the horse he had saved.

In March, 1918, Broncho was nearly killed by a shell in a wood near Marcelcave, being sent soon afterwards to the Equitation School at Cayeux-sur-Mer. In June he beat Combined Training jumping in the 1st Cavalry Division Show. He left Cayeux in September, and we find him later in the year at Spa, in Belgium, being ridden by Major-General T. T. Pitman in a sporting match with Brigadier-General Neil Haig at a little



Top—CAPT. E. B. DE FONBLANQUE, R.H.A., ON "WAR BABY"

Photo by W. A. Rouch.

Bottom—The late BRIGADIER MALISE GRAHAM, D.S.O., on "BRONCHO"

Photo by Sport & General Press Agency, Ltd.

TO THE
ANTHROPOLOGICAL

meeting of the 5th Cavalry Brigade. There was much snow on the ground, Broncho jumped far too big, and the match ended in an intentional dead-heat!

Broncho went to Germany with Lord Ebrington, and returned to Netheravon in 1919. This year he won the King's Cup at the Royal Tournament; and then ended a happy association between Lord Ebrington and Broncho: they had been together in peace and war, and must have known each other very well.

Broncho remained at Netheravon, and in 1920 was reserve for the English team at the International Horse Show. As one of the team was unfit he was required to jump, and he did well: unfortunately he took four faults at the first fence; the foot of his rider, Captain Thornton, catching the upright. In the spring of 1921 he was allotted to Lieut.-Col. Malise Graham, who had been appointed Chief Instructor at the Cavalry School. At this time he is said to have been cunning and wilful, and rather stale. If he made up his mind not to jump a fence, and he did so frequently, no power could make him. He had a great objection to rapping, and, when horses were rapped in his presence, would evade going near a fence until the assistants had withdrawn. His wonderful spring was still there, and when all went well he used it to good purpose. His performances began to improve. He won open jumping competitions at the International Horse Show, and at Aldershot that year, and was in the team which won for England the Prince of Wales' Cup in 1921 and 1922. In the latter year he won also the King's Cup at the Royal Tournament. About this time he changed his old home, the Cavalry School moving to Weedon. In 1923 he carried off the Connaught Cup and an open competition (for the third time) at the International, but this year the Italian team won the Prince of Wales' Cup. Ridden by Lieut.-Col. Geoffrey Brooke he won the Aldershot Cup.

In July that year Colonel Malise Graham left Weedon to command the 10th Royal Hussars, and Broncho, remaining, took his place amongst the trained horses of an officers' ride, where it became his duty to instruct a young student officer and carry

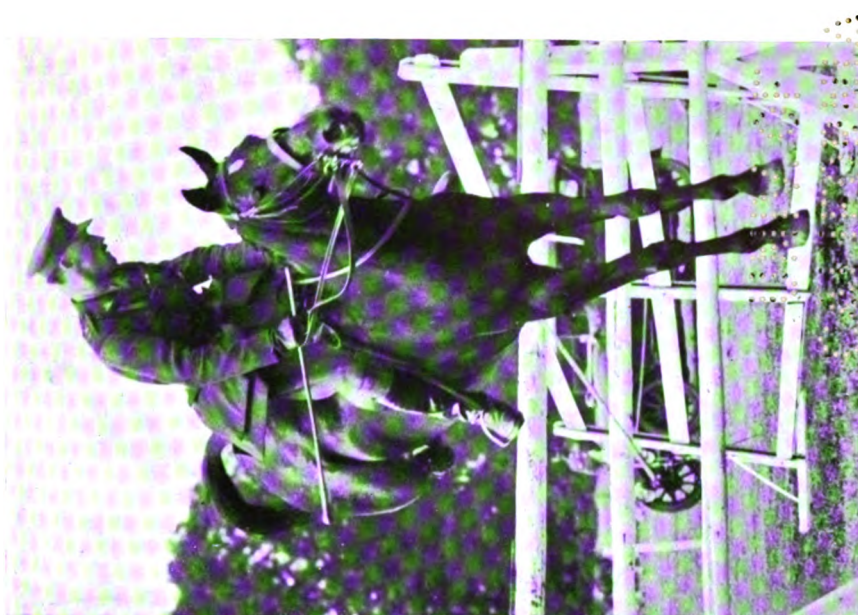
him hunting. By the next summer, 1924, he was stale; his nineteen or twenty years' service and his natural cunning combined with his recent work showed, during a morning's schooling at Olympia, that he was a disheartened horse. Nevertheless, he jumped well that afternoon for Col. Graham in the King's Cup, barring one refusal. But he lacked keenness and confidence, and was not included in the English team that year.

In the spring of 1925 he left Weedon to become a 10th Hussar, entering a new lease of life. After very little schooling he was himself once again, and this time won King George's Cup at the International, in which he was placed in 1914, 1921 and 1923. During the next two years he continued to improve, winning at Aldershot in 1926, and at Olympia the Connaught and Canadian Cups in 1927,—his best year at the International Horse Show, for he jumped a clean round in each of the five cups for which he competed.

During the past five years he has been in the winning English team, but he has not repeated his King's Cup success of 1925, although in 1927 and 1928 he tied for first place, but was second each year on jumping off. This year he has managed several clean rounds, but his usual score was a half fault.

As a ride, he behaves like an old sheep when going away from home, but on returning there is an immediate change; he still lives up to his name, and when led at exercise has more life and kick in him than most young horses. He has a good mouth, and can passage at trot and canter, a further proof that manege work does not always prevent jumping ability. The two difficulties with him have always been that he cannot put in a short stride, and that if things go wrong he refuses. The old horse's activity is naturally not what it was, and he cannot extend himself so much; consequently, it is all the more important for him to take off for his fences exactly at the right spot and with enough impulsion.

If he is pushed on fast and comes wrong at his fence, he will either refuse or take off too soon, which is fatal in the case of a wide fence. If, on the other hand, he is steadied down too much and then asked to increase his pace again at the last stride, he



Photos by W. A. Rouch.

COL. GEOFFREY BROOKE, D.S.O., M.C., on "COMBINED TRAINING "

3053

cannot regain enough impulsions. Except for his old ringbone, and a cataract in his eye, which caused a bad fall at Aldershot in 1927, he is a remarkably sound horse : possibly because he has not been galloped much.

When Colonel Malise Graham completed his command in 1927, it was suggested that he should purchase the old horse. This he did, and Broncho is now pensioned off, except for his annual visit to Olympia.

COMBINED TRAINING.

In the autumn of 1910 a batch of troop horses was sent from the 7th Hussars to the Cavalry School at Netheravon. Amongst their number was a short-coupled, active-looking brown gelding with a predilection for bucking. Everyone selected a horse apiece from this batch and Lieut. G. Brooke, who was then an Assistant Instructor at the school, though almost the last to choose, was fortunate to get the brown gelding. The horse had jumped before but was inclined to do so with his head in the air and had a tendency to land on all four legs. However, there was no doubt that he possessed an exceptional spring and really liked jumping. He was a most intelligent animal, and besides being perfect in his school work he materialized into an undeniable polo pony, though at that time his height, 15.2½, prevented him from playing in tournaments.

His name "Combined Training" not only indicated his character, but also dated him, as this military manual became obsolete at about this time, and was replaced by "Field Service Regulations."

It was decided that none of the embryo jumpers at the school should be hunted that winter; the foreigners were a long way ahead of us at the game, good performers were exceedingly rare and consequently it was not considered advisable to run any unnecessary risks. The next summer he acquitted himself exceedingly well at the International Horse Show, winning amongst other prizes the Canadian Cup and being second to his stable companion "Alice" in the Connaught Cup. The next winter and up to the war he was hunted, never giving his owner a fall. He won numerous prizes, including the Connaught

Cup outright, and was chosen as one of the English team for the Prince of Wales' Cup.

In 1914 he went to the War with the Expeditionary Force and served throughout the operations, being wounded twice. He and the mare "Alice" were inseparable, and on one night in the winter of 1914 he was put in a loose box alone near Wulverghem. Evidently distracted at being separated from his friend, he broke loose in the middle of the night, jumped out over the lower half of the stable door and was seen careering across country in the moonlight into the German lines. Having previously marched up to the line (then not a continuous trench line) in the middle of a long column on a pitch black night, he had apparently missed his bearings. A sympathetic G.H.Q. published his loss in orders, so that, if found, he might eventually be returned to his owner. For two days nothing was heard of him and he was accounted amongst the "missing, believed killed," as he was not the sort to be captured alive. We were wrong, however; on the third day he returned to the farm, which in the meantime had been occupied by a Cavalry Field Ambulance. Being short of a light draught horse, they tried him in harness, but he had no intention of suffering this indignity without protest. He retaliated by kicking rigorously and incessantly. News of the prodigal reached his master who came and claimed him at the earliest opportunity.

During the War he appeared in two Divisional Horse Shows, at one being ridden by Lieut.-Colonel Malise Graham, when he won a second prize; on the other occasion he was unplaced. In both cases his failure was probably due to the hard going which he always disliked. However, it was a source of joy to many a young officer who afterwards could say, "Yes, I beat Combined Training on this horse."

In 1919 at the Cavalry Corps Horse Show held at St. Pol he was again second in a jumping competition open to the allied armies, being beaten by his stable mate "Alice," but was successful in winning the class for chargers. He can have felt no humiliation at being vanquished in such good company, as it was a question of running off clean rounds, but he evinced most

evident dejection at the loss of his stable companion, who was wounded and sent home. The parting was final as she died from an accident when sent to the stud.

After the War he was again performing at the International Horse Show at Olympia, and appeared to jump better than ever. Unfortunately a new rule was introduced which proved a severe handicap to him : in the case of a tie the horse competing in the shortest time was adjudged the winner. He made six or seven clean rounds one year, but except when he had to jump off for a cup, he was not necessarily at the head of the successful competitors. On the other hand, his deliberate methods were the mainstay of his success when jumping off in a second round. He won the *Daily Mail* Championship, King George's Cup, and jumped in the winning English team for the Prince of Wales' Cup, 1921.

In the winter his owner hunted the Staff College Drag on him. He continued jumping till he was well over twenty years old, and when his owner was abroad he was hunted by Lieut.-Colonel Malise Graham.

On the last occasion that he appeared in public it was soon evident that he had lost the ability of his youth, and though he never made a bad mistake, he just tipped each of his fences in his attempt to do his best. Contrary to the International Horse Show Regulations he was allowed to make his final departure through the swing doors of the arena without completing the course. To have asked him to persist in his old age against horses that he had so often beaten in former years would have been inhuman. He had truly served his country in peace and war and not unnaturally his owner was anxious to buy him out of the Army and pension him off. It was officially decreed that he could either be destroyed or would have to be put up for public auction—there was no other course open. Undoubtedly someone might have tried to buy him with the intention of continuing his jumping, and it would have been impossible to foresee his eventual fate.

It was out of the question to accept this decision. What was the alternative? An appeal to His Majesty appeared to

be the only solution. "Fools rush in where angels fear to tread." Fortunately, however, a dinner with George Stanley, then Parliamentary Under Secretary of State for War, had the desired result; the old hero was valued in £ s. d. by the financial experts, paid for his own discharge and retired into civil life. Possibly this created a precedent for yet another exception to the rule.

Now at a ripe old age he is enjoying a well earned and peaceful rest. His home is in Devonshire, far from the madding crowd, and his invariable daily exercise is an indication of his life-long character. Every morning he trots out of his box without saddle or bridle and is given some sugar, after which he has a roll on the grass. Then a second feed of sugar, which is followed by a canter round the field giving three or four really good bucks, no doubt feeling like an old gentleman who has just drawn the favourite in the Calcutta Sweep. He then walks quietly back to his box.

His success was due to his natural activity and exceptional intelligence. He would come up to his fences collectedly and without flurry, drop his head, measure his stride and take off correctly. Though on very rare occasions he might just tip a fence he was never known to make a bad blunder. Any attempt to make him rush his fences indoors would in all probability have resulted in upsetting his consistent form. On the other hand, he would go all out at his fences in the open and was a first-rate schoolmaster for young chasers. Any fool could ride him, which perhaps was the real secret of his many successes.

DADDY LONG LEGS.

Daddy Long Legs joined the Royal Artillery Riding Establishment at Woolwich in 1917 from Melton Mowbray at the age of twelve. Soon after joining he contracted pneumonia, and returned to the Troop after a serious illness in a very emaciated condition. Severe treatment was necessary in order to get rid of the nits which infested his legs, which have ever since been very sensitive and touchy.

No one was very interested in him until Sergeant-Major Southam, having taken rides of gentlemen cadets with Daddy



Photos by Express Photos, Ltd.

R. S. M. SOUTHAM, R.H.A., ON "DADDY LONG LEGS"

12

TO MARY
AND HER
CHILDREN

as his demonstration horse, found that he had jumping ability. Great surprise was shown when Sergeant-Major Southam chose "that old screw" as his ride at a jumping show at Eltham; but Daddy won and has been winning ever since.

In 1919 R.S.M. Southam took Daddy with him to Weedon when the Riding Establishment moved, winning six first prizes at local shows; next year he won nine, and making his debut at Olympia jumped 6 ft. 4 in. at the International Horse Show. His schooling fences had never exceeded 4 ft. 6 in.

In later years he equalled his high-jump performance of 1920, but never beat it. In 1921 he won an open competition at the International and six other first prizes, increasing his wins to ten and nine in the succeeding two years. By 1924 he had earned the reputation of a consistently good jumper, and was selected to represent England in the Prince of Wales' team which that year regained the cup from Italy. His rider was Lieut.-Colonel Geoffrey Brooke, who also got second prize with him in the competition for King George's Cup. He won nine first prizes in country shows that year, and the same number in 1925, as well as a first in an open competition at Olympia ridden by Lieut. C. H. M. Brunker, R.H.A.

In 1926 Colonel Brooke rode him once more at the International Horse Show, being second in the King's Cup, and again one of the English team, which this year won the Prince of Wales' Cup for the fourth time since the War. His country shows gave him six first prizes.

Next year, at the age of twenty-two, he had his first journey abroad, being selected for the English team which went to the Nice and Rome Horse Shows of 1927. At Nice he helped to win the Coupe des Nations, a team event of four riders, and won two other first prizes.

At Rome he cleared six feet nine inches in the high jump, his spread being thirty feet. For this he was placed third. These continental shows took place in April and May, handicapping his later activities; his Olympia visit gave him places only, and he won but four country competitions.

Last year the team at Nice did not include him, but owing to its casualties there Daddy was sent to reinforce it on its arrival at Brussels. There he won a first, second, third and fourth prize with Capt. E. B. de Fonblanque, R.H.A., who had ridden him the previous year. Returning home in May he was placed at the International in four competitions, and by the late summer was at the top of his form, winning eleven country shows.

During this year's International he was ridden by Captain A. L. Cameron, R.H.A., but although he was placed more than once he never scored under half a fault. His tendency to jump with a straight back and to drop his hind legs on to his fences is perhaps a sign of his increasing age.

During his whole career he was ridden by Regimental-Sergeant-Major Southam, except in the cup and team competitions in international shows at home and abroad which were open only to officers.

All those who have ridden him agree that he is a difficult ride. Though he is careful about his legs and likes to do a clean jump, he is exceptionally difficult to keep in hand on the approach, and consequently is very hard to place. He can jump a spread fence, but does not nowadays care about clearing water, nor would he take to banks when an attempt was made to school him for the Dublin Horse Show.

WAR BABY.

War Baby was foaled in 1912, and in 1920 joined the Riding Establishment R.H.A. at Weedon from Melton Mowbray, somewhat fortuitously, for Major C. T. Walwyn had selected all but one of his quota of horses without his inclusion. Instead of going through the rejections, he accepted the testimony of an old strapper of the Remount Dépôt, who drew his attention to one of them. This one, he declared, constantly jumped out of his paddock. The horse was included, and became known as War Baby.

He was allotted to Mr. G. P. Hedges, R.H.A., who found it no easy matter to produce the natural spring which War Baby undoubtedly had, where and when it was wanted. Headstrong

and impetuous, he tended to drop on to his forehand in the last few strides before a fence, when he would quite frequently refuse. His rider devoted much time, trouble and patience to nagging him and getting his balance back on to his hocks; and generally, in these months, he laid the foundation of his subsequent jumping success. In 1921 he took him to Olympia, and continued there his education, securing a second prize in an open competition.

This same year War Baby made his debut in the hunting field—which regrettably coincided with his retirement. Fired with the spirit of the chase, he galloped six fields of the Grafton country, oblivious of control, jumping feet over every fence he encountered, and then blew up: as early in his career as this his wind was wrong.

On the departure of his previous rider in December, 1921, he was allotted to Captain E. B. de Fonblanque, R.H.A., who continued his schooling on the same lines, but rode him perhaps a shade faster into his fences than hitherto.

In the following summer he scored his first win at the International Horse Show. At this time he did duty, particularly in the winter months, as a demonstration horse, and was good at his school work, except that he has always regarded the act of being mounted as a fitting occasion for a demonstration of the worst description.

Between 1922 and 1925 his performance steadily improved. His wins in 1923 were an open competition at the International, and at Aldershot and Camberley. At the Royal Tournament he was second in the Prince of Wales' Cup. 1924, however, stands out now as his best year at the International Horse Show, when he jumped in the winning team of the Prince of Wales' Cup, won the Canadian Cup and two open competitions, and was second in the Connaught Cup after a run-off with Wanton. For the third year in succession he won the Athlone Cup at Ranelagh. It was in 1924 that he drew from an Italian officer the somewhat sour comment "He is not a horse, he is a lift!" During these years he jumped regularly at the Royal Tournament, but it never appealed to him. In this he differed from

his half-section Whisper, who always put in his best at that entertainment.

In 1925 he won the Connaught Cup and an open competition at Olympia, and five country shows. In the autumn Captain de Fonblanque was allowed to purchase him on account of the state of his wind, which was by this time severely affected, and he spent the greater part of 1926 at grass during the absence of his owner in Egypt.

He regained his old form in 1927. He jumped for the second time in the winning Prince of Wales' Cup team and won two open competitions at the International. He was a first prize winner at Aldershot, Tidworth, and four country shows.

In 1928 he helped to repeat, in the same team, the success of England in the Prince of Wales' Cup competition, and was placed first in one open competition at Olympia and three elsewhere. Otherwise in that year he did not jump up to the standard of his best days. This was attributable, it is thought, to the fact that he was not fit. Unfortunately, a bad fall at a triple-bar whilst schooling upset him this year, and he had not recovered his confidence by the time of the International, though he had improved by the time he reached Aldershot Show. He is a great doer and apt to be gross, and to attain his best at Olympia he has previously to be jumped through a stale period. Therein probably lay his success of 1924, in which year Lieut.-Colonel C. C. Lucas urged his rider to severer training than he would otherwise have given him.

Finally, one peculiarity of the horse should be mentioned. He has a rooted mistrust of water. It is true that the strongest measures have never been employed to overcome this aversion, which is so decided that one may question whether any efforts could have availed except in his early days. The situation, therefore, has been accepted and his visits to country shows limited to those which are "dry." His life in his old age is thus both easy and pleasant. The rigours of winter he avoids roughed up in his loose-box, whilst in the summer he indulges in a brief London season, followed by some half-dozen expeditions into the adjoining country.

THE BRASS HAT!

WHEN Field-Marshal Sir William Birdwood visited Australia after the Great War he addressed many thousands of returned soldiers, who were being repatriated in civil occupations. While speaking to one of these concourses a "digger," intoxicated shall we say, with enthusiasm, removed the General's gold-laced cap and placed on his head a soldier's hat. The audience was horror struck, but the Field-Marshal appeared to take no notice until he had finished the subject he was discoursing on. He then removed the hat, saying, "Here is your hat, my friend, and remember it does not so much matter what the head-dress is, as what is underneath it."

N. M. S.



SOME GENERALS I HAVE NEVER KNOWN

By "HYDERABAD."

V.—THE LIEUTENANT-GENERAL.

What Simon Lord Lovat said about Lieutenant-Generals was perhaps tinged with jealousy, though considered as repartee it has its points. Before he was beheaded on Tower Hill in 1747, he was allowed three weeks in which to settle his affairs. "He occupied the time largely in satirical and cynical conversations with the warders, and was ready even for the Major [of the Tower], who, when he came to ask him courteously how he did, was received with, "I am doing very well, for I am preparing myself, Sir, for a place where hardly any Majors and very few Lieutenant-Generals ever go."

Reference : *The Tower of London*. C. G. Harper, 1909, p. 180.

THE REORGANIZATION OF THE UNITED STATES CAVALRY

By MAJOR EDWARD J. DWAN, United States Cavalry.

THE recent reorganization of the United States Cavalry has, of necessity, been based on several considerations other than those governing the tactical employment of that arm of the service.

Limitations.—Congress, in expressing the will of a peaceful people opposed to a large standing army, has limited the peace strength of its land forces to a total of 125,000 men. In formulating tables of cavalry organization, this congressional limitation is supplemented by another restrictive factor, viz., the quota that is to be allotted to the cavalry. Before fighting men begin to appear in the tables, however, there must be deducted from such quota the number of cavalry soldiers required for duties other than with combat regiments. Thus, the 9th Cavalry (coloured) requires 443 men to care for animals and equipment at the Cavalry School. To this must be added the allotments for the Cavalry School Detachment (white), engaged chiefly in administrative and instructional functions; the head-quarter troop of the 1st Cavalry Division and those of its two cavalry brigades; also the enlisted clerical personnel required in the office of the Chief of Cavalry at Washington. When these have taken their toll, there remains available for the thirteen combat regiments of cavalry a total of 8,970 men. This fixes the organic peace strength of each cavalry regiment at 690, a definite figure that appears in the new tables, and which must not be exceeded.

Organizations, Peace and War.—From the above, it becomes evident that there must exist two schemes of organization, viz., one for a small peace time army and another, on paper, for war.

In the latter, or war, organization, many peace time restrictions vanish, and units may be planned to meet more nearly their combat requirements. There is, however, one important consideration that must not be overlooked. The two schemes of organization must be such that the transition from a peace to a war status can be made with a minimum of delay and confusion. The new tables seem to meet this requirement. Even if required to take the field at peace strength, the new cavalry regiment is a fighting unit that possesses adequate mobility and is capable of delivering a more powerful and flexible fire than was possible under the now obsolete 1921 Tables of Organization.

This advantage is far from being theoretical. History shows that, notwithstanding carefully prepared plans of mobilization, regular troops have frequently found themselves plunged into campaigns that have been heralded by neither an "M" day nor any other sort of warning. Further, a sudden increase to war strength usually brings to the firing line an influx of new and untrained recruits that constitute liabilities rather than assets. The authors of the new organization contemplated, therefore, that cavalry units would not be raised to a war status until after the necessary additional men and horses have been thoroughly trained at home training centres. To attempt to double the strength of the peace organization with partially trained men and animals would nullify its efficiency. From the above, it is apparent that in all probability our cavalry will initially take the field and do considerable fighting at peace strength. In fact, it is now considered that this will be the rule rather than the exception.

Basis of New Organization.—Combat power is measured in terms of rifles, or sabres. The regiment, although now reduced from a strength of 818 to 690, possesses much greater combat efficiency than heretofore. This has been attained by adding the machine gun troop to the regiment, which more than compensates for the concurrent reduction in the number of rifle troops from six to four. Further, the personnel engaged in non-fighting duties pertaining to administration, mess, supply, and staff has been greatly diminished in number, either by a

rearrangement of units or an elimination thereof. For instance, the old service troops that contained the band and the grouped transportation of the regiment have been abolished. The band is now a separate organization, dismounted, and commanded by the regimental adjutant. It may be attached to any unit of the regiment for mess, administration, and supply. The wagons and wagoners have been reduced in number to conform to the fewer troops, and have been prorated so that they now constitute an organic part of the various units that they were expected to serve. Similarly, there is no longer a large squadron headquarters, and another material reduction is thereby turned to profit, the limited enlisted personnel required by the squadron commander having become a part of the regimental headquarters troop. As a result of all these, the new organization produces a numerically small regiment with a relatively large combat power.

ORGANIZATION OF UNITS.

With the foregoing as a basis, it might be well to examine the various units and note the part that each plays in arriving at the completed combat organization.

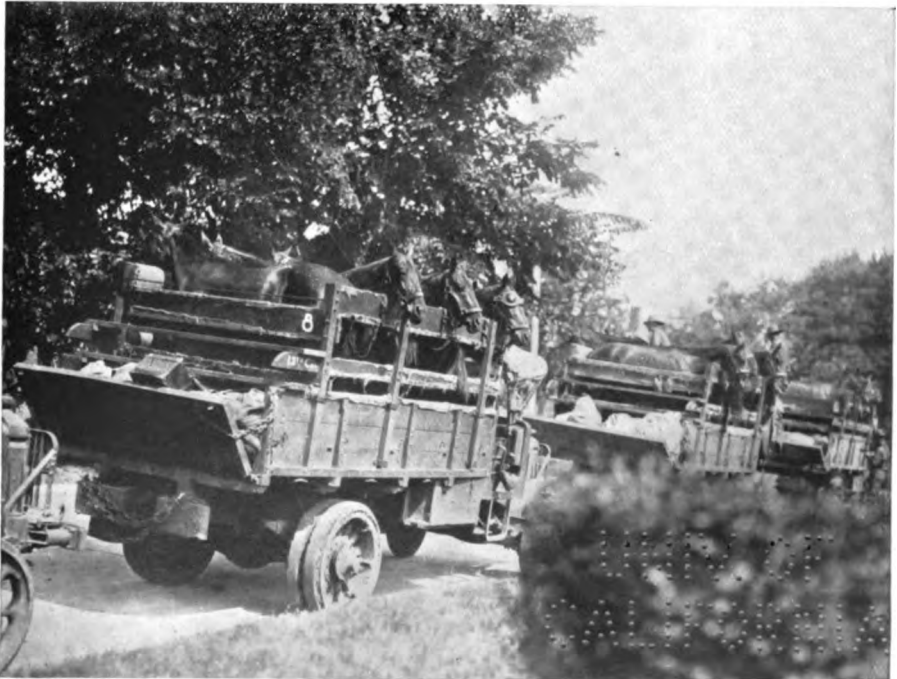
The Rifle Platoon.—The unit of fire, which is the smallest organization under the command of a commissioned officer in the United States Cavalry, is the platoon. In peace, it consists of three squads of eight men each, two sergeants, and a messenger. A second messenger brings it to war strength.

The Rifle Troop.—The normal command of a captain is the troop, which is both a tactical and an administrative unit, having a troop headquarters, three rifle platoons, and one machine rifle platoon. Its transformation to a war status is brought about by the addition of a junior captain, two lieutenants, and a fourth rifle platoon, with a corresponding increase in the machine rifle platoon as will be noted later.

Machine Rifle Platoon.—The presence of the machine rifle platoon in the rifle troop places strong fire power at the disposal of the troop commander. Its six machine rifles, two per squad, with necessary ammunition, are carried in packs on the backs of led horses and, therefore, diminish but little the mobility of the troop.



**1st ARMoured CAR TROOP
U.S. ARMY**



**PORTÉE CAVALRY
U.S. ARMY**

TO THE
ABBOT

The organization and the training of this platoon are such that its fire power may be utilized in two ways. It may occupy a position as a unit under the direct control of the platoon leader, or, when desirable, each machine rifle squad may join and become attached to one of the rifle platoons of the troop. The latter method is habitual when the entire troop engages in dismounted combat, and forms the basis for placing it on a war footing. In this, a fourth squad raises the armament of the platoon to eight machine rifles. The machine rifle platoon is commanded by one of the first lieutenants of the troop, although, in time of peace in regular army regiments, a captain may be substituted for the first lieutenant.

The Squadron.—Purely a tactical unit, the squadron is now limited to an headquarters and two rifle troops. The squadron commander is a major, who has but one assistant, a captain, until the necessities of war give him a first lieutenant to serve as squadron supply officer.

The enlisted personnel that perform the duties hitherto falling to the squadron headquarters detachment—no longer an organic part of the squadron—includes but a sergeant-major and a corporal bugler. The advent of the squadron supply officer produces his assistant in the grade of supply sergeant, also a messenger to assist the corporal bugler. These soldiers are all carried organically as a part of the regimental headquarters troop, which may also furnish additional enlisted personnel to insure the efficient operation of the squadron when detached.

THE REGIMENT.

The outstanding features of the new regimental organization are, as indicated above, the elimination of the service troop and the greater part of squadron headquarters, the incorporation of the machine gun troop in the regiment, and the reduction in the number of rifle troops from six to four.

The 1929 regiment consists of Regimental Headquarters and Band, Headquarters Troop, two squadrons (three squadrons at war strength), and the Machine Gun Troop.

Regimental Headquarters.—The regimental commander is assisted at his headquarters by five commissioned staff officers, viz., one lieutenant-colonel, as executive; three captains, designated as S-1, S-2-3, and S-4; also one first lieutenant who is personnel adjutant. The war organization adds but one major who takes over the duties of S-3, the Plans and Training Officer.

Headquarters Troop.—The new headquarters troop, besides its necessary overhead of troop headquarters, cooks, etc., contains the Regimental Headquarters Platoon and the Communications Platoon. The former is really the old staff platoon, and is made up of the orderlies and enlisted assistants for the regimental staff officers. Also, because cavalry will frequently be employed independently and at a distance from other arms—engineers in particular—pioneer and demolition duties will undoubtedly fall to its lot. For this reason, a pioneer and demolition section is included in the headquarters platoon. The peace organization of this section is scarcely more than outlined, although its war status is such that an adequate pioneer and a demolition outfit is provided for each of the three squadrons.

It should be noted that in our regiment we find the beginning of our cavalry organization for communication. The purpose of including the Communication Platoon in the Headquarters Troop is to provide the regimental commander with cavalry soldiers that are trained specialists in operating the most efficient means for receiving and transmitting messages and orders. The former wire section has been abolished, thereby leaving only the Message Centre Section and the Radio and Panel Section.

Machine Gun Troop. Former System.—In the now obsolete 1921 Tables of Organization, the machine gun appeared in the United States Cavalry as a part of the brigade. This scheme had several advantages. First, it made for uniform machine gun training. Its advocates also contend that, in the operations of the cavalry brigade, many instances will occur when the mission assigned one regiment will demand much greater fire support than that assigned the other. Further, machine gun

support could be more effectively directed and delivered by the several machine gun troops when organized and acting under a squadron commander than was possible when acting as separate machine gun troops under separate regimental commanders. Then, too, when it seemed desirable, there was nothing to prevent the brigade commander from attaching machine guns to either of his regiments. In a word, the old scheme was a flexible organization well adapted to battle conditions in which the larger units were involved. However, in keeping with the necessity for reducing overhead and developing maximum combat power from limited personnel, the new tables provide for a machine gun troop in each regiment. This obviously increases the fire power of the regiment, and, since our problem of limited personnel militates against large concentrations of cavalry, the new plan makes the machine gun troop an integral part of the organization that it will probably support in battle.

Peace Organization.—The organization, both peace and war, of the new machine gun troop is necessarily based, in part, on its use within the regiment. It consists of two platoons and an anti-tank section. Each platoon numbers two sections of two guns squads each, thereby giving the troop a total of eight active machine guns. The anti-tank section is not to be organized until a suitable gun has been developed, although current tactical instruction is based on its having two 37 mm. gun squads of one gun each.

War Organization.—The main feature in the transition of the machine gun troop to its war status is the creation of a third platoon of four guns to correspond to the third war strength squadron. This provides for each squadron, as in peace strength, a platoon of machine guns which will habitually accompany the squadron when detached. There is no inhibition, however, against reinforcing a detached squadron with even more than one machine gun platoon whenever the regimental commander may consider it necessary or desirable. Similarly, the two 37 mm. guns of the peace status are increased to three so as to provide one for each squadron when needed. The war organization of the machine gun troop also includes

four additional machine guns on anti-aircraft mounts, which are to be transported on cross country cars and thus be available for instant march protection.

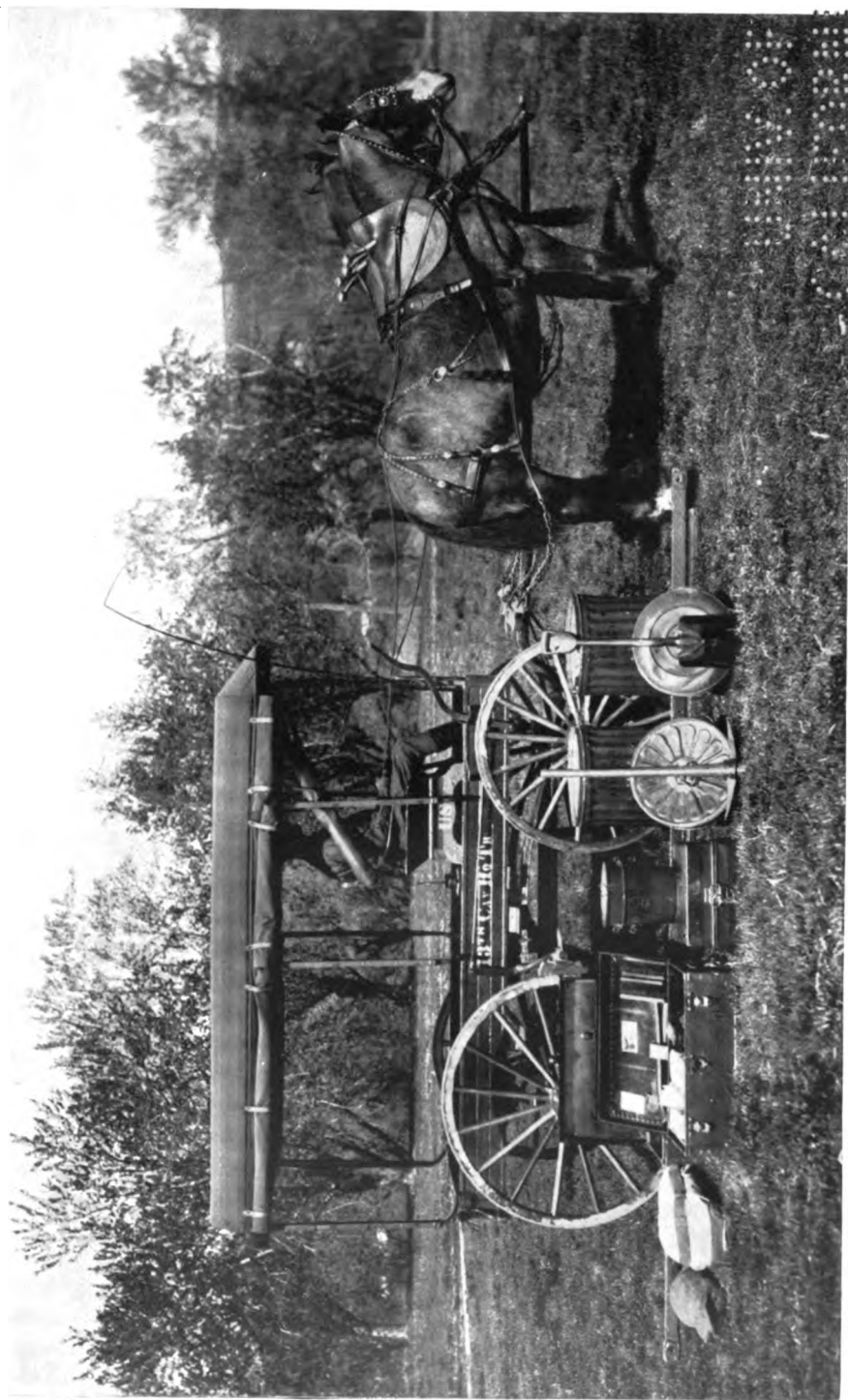
Transportation.—The subject of transportation within the regiment is always intimately connected with the conflicting characteristics of mobility and fire power. Because of these characteristics, cavalry finds its greatest use and must foresee itself acting alone in more or less inaccessible country removed from the regularly organized, or even destroyed, network of highways and other lines of transportation. In such cases, as on numerous occasions in the past, the troops must subsist themselves from the country through which they are operating. There must, therefore, be either an elimination or a reduction of some of the impedimenta hitherto carried in the field. As a result of studies along this line, the transportation allotment of the regiment is now limited to fifteen escort wagons and six light spring wagons, as contrasted to the twenty-one and twelve respectively of the old regimental organization. Equipment tables of basic allowances are now being prepared to correspond to this and the corresponding war allotment of transportation.

In this same connection, there are now provided for the regiment three cross country cars and three one and one-half ton trucks. Since the band is now dismounted, it is contemplated that its twenty-nine men and the personnel section of the regimental headquarters troop, eight men, will be transported in the trucks. This will require a fraction more than two trucks. The remainder of the third truck will probably be used, therefore, to transport the regimental field desks, possibly some ammunition, and the band instruments when carried.

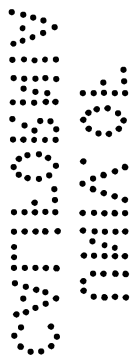
THE CAVALRY BRIGADE.

The cavalry brigade has as its components a brigade headquarters, a brigade headquarters troop, and two regiments.

Brigade Headquarters Troop.—The organization and duties of the brigade headquarters troop are similar to those of the regimental headquarters troop. In other words, it has a troop headquarters, a staff platoon, and a communications platoon.



TYPE OF SPRING WAGON (Cavalry)
U.S. ARMY



The latter, however, retains its wire section and is commanded by the first lieutenant, who is the brigade signal officer.

THE CAVALRY DIVISION.

The Cavalry Division is the major combat unit of the United States Cavalry. Basically, it consists of two cavalry brigades, and has an aggregate peace strength of slightly over 5,000. A self-contained tactical and administrative unit, it comprises all necessary arms and services for both independent action and action as part of a larger force. In the selection of these auxiliary units—where considerations of mobility and fire power likewise govern—the new organization has made itself particularly felt.

Peace Organization.—The outstanding features of the new cavalry division at peace strength are :—

- (a) A general reduction in the non-fighting overhead.
- (b) The addition of a Light Tank Company to the Special Troops of the division.
- (c) The incorporation of an Armoured Car Troop and Division Aviation as integral parts of the division.
- (d) The partial motorization of the rear echelon of division headquarters.
- (e) The motorization in part of the Division Train, Quartermaster Corps.

The air corps and armoured cars increase largely the division's radius of reconnaissance when acting alone. Similarly, the new tank company and the increase in fire power of the cavalry regiments make the division, even at peace strength, more powerful in battle than was our previous cavalry division at war strength.

Motorization and Mechanization.—In varying degrees, motorization and mechanization are, at the present time, subjects of study common to the cavalries of all nations. In the United States, we are adopting motor transportation as rapidly as is justified by existing conditions and the present state of automotive development. We are faced with the but relatively slight difficulty of horse supply and can scarcely visualize

actions over areas that are replete with systems of hard surface roads, such as are found in western Europe. For use in many theatres of operations, we feel that animal-drawn transport and mounted troops cannot in any measure be replaced by motorized or mechanized vehicles. In other theatres, a combination of the two will offer the greatest advantages. To that end, various experiments and studies have been made covering the use of motor trucks for the emergency transport of the personnel, mounts, and equipment of cavalry units. In general, the line of development in motorization toward which the United States Cavalry is working is to adopt to the greatest possible extent such motor equipment that adds to the mobility of cavalry without interfering with its ability to move over any kind of country without regard to conditions of road and weather. Though it may be questionable as to whether any decided increase in mobility has been attained by this, there has been undoubtedly an increase in the radius of action of the cavalry.

Armoured Cars and Light Tanks.—The armoured car unit of the new cavalry division at peace strength is the armoured car troop consisting of three platoons of four cars each. At war strength it is the squadron of three troops. It is believed that armoured cars for use in the American Army should be fast and but lightly armoured. To armour them heavily would reduce their mobility, speed, and employment over our ordinary country roads and bridges. Further, since we have but a small standing army, as a matter of policy, our armoured cars have been extemporized on strictly commercial chassis rather than manufactured as special costly types of vehicles that soon become obsolete with each new development. By this plan, in case of emergency, the chassis are speedily procurable in large quantities, and, given the armour plate and necessary specifications, armoured cars can be quickly fabricated by any machine shop in the country.

The weakness of the armoured car, however, rests in its being practically confined to roads. This is a serious question in certain undeveloped portions of the United States. Because of this, it has been the thought of certain outstanding American

THE CAVALRY DIVISION (WAR STRENGTH ORGANIZATION SHOWN IN PARENTHESES)

SPECIAL TROOPS

H.Q.

312 OFFICERS 4 W.O. 4873 MEN.
(554 OFFICERS 4 W.O. 9204 MEN.)
Including attached M.D.
27 Officers 130 Men.
(48 Officers 233 Men.)

15 376
(21) (525)

25 61
Officers Enlisted
(26+3 aides 61)

1st Cav. Brig.

75 1459
(147) (2737)

2nd Cav. Brig.

75 1459
(147) (2737)

Artillery (Horse)

20 BN 500
3 Bns. 12 Guns
(2 Bns. 24 Guns)
(64 Regt. 1594)

Combat Eng. Bn. (mtd)

15 330
(15) (330)

Div. Air Ser.

32 152
13 Planes
(13 Planes)
(37) (185)

1st Cav. Regt.

33 690
(69) (1329)

2nd Cav. Regt.

33 690
(69) (1329)

Armored Car.

5 TR 84
(18 Sq. 260)

Med. Sq.

10 162
(15) (207)

Div. Train.

6 221
(10) (396)

Tn. Hq.
1 M.T. Co.
(2 M.T. Co's.)
1 M. Repair Sec.
1 Wagon Co.
4 Pack Trains

Peace
&
War

cavalry officers, that a change should ultimately be made to a light tank of tractor type just as soon as there has been sufficient development in the tractor situation. Such a light tank should be capable of travelling across country with a radius of action and speed that will enable it to keep up with cavalry. For this reason, and in order that the transition may be gradual, a light tank company of twenty-four tanks has been included in the new cavalry division.

SPECIAL TROOPS.

The units designated as Special Troops of a Cavalry Division are: Division Headquarters Troop, Signal Troop, Light Tank Company, and the Ordnance Company (Maintenance).

These four units are grouped for purposes of administration and discipline under one commander, a major, who is provided with certain commissioned and enlisted assistants.

The major commanding Special Troops is also Headquarters Commandant and Provost Marshal. He is responsible for the administration and discipline of all units of the Division Special Troops but for the technical training and operation of the Division Headquarters Troop only. His responsibility does not extend to the technical training and operation of the Signal Troop, the Light Tank Company, nor of the Ordnance Company (Maintenance).

Division Headquarters Troop is organized for the purpose of establishing and maintaining both (forward and rear) echelons of Division Headquarters. It includes the necessary labour personnel for establishing the headquarters, also for feeding and otherwise ministering to the needs of the personnel and animals of Division Headquarters.

For convenience in carrying out its work, this headquarters troop is composed of three platoons, one for the forward echelon, another for the rear echelon, and a third or military police platoon. This last military police platoon is a new feature of our cavalry organization and obviates the detailing of combatant cavalry soldiers for this form of specialist duty.

Signal Troop.—The organization and purpose of the Division Signal Troop are in general similar to those of the



MACHINE RIFLE (in Pack)
U.S. ARMY

communications platoon in the headquarters troop of the brigade and the regiment.

Its purpose is to facilitate the sending and receipt of orders and messages by installing and operating a message centre and the best means of communication.

In the communications platoons of the brigade and the regiment, the personnel are especially trained cavalrymen. The Signal Troop, Cavalry Division, however, is composed of Signal Corps personnel and is commanded by an officer of the Signal Corps.

Light Tank Company.—The details of the light tank company are still in the process of preparation. The company is to have, in both peace and war, a strength of twenty-four tanks, also twenty-four five and one-half ton trucks as tank carriers. The motive underlying the incorporation of this unit in the cavalry division has already been discussed in connection with the armoured car troop.

Ordnance Company Maintenance.—That the arms used by the troops may be kept in serviceable condition without the delay of sending them far to the rear for repair or replacement, the ordnance company (maintenance) is obviously essential to the cavalry division. It has facilities for making minor repairs to all arms in the division and carries a small stock of weapons and parts for immediate replacement.

The company is completely motorized and does not, therefore, impair the mobility of the cavalry division.

AUXILIARY TROOPS.

Field Artillery.—The fire power of two brigades of cavalry is not sufficient to engage successfully an enemy provided with artillery. To meet this situation, a field artillery battalion (horse) is included in the *Peace* organization of the cavalry division. The mobility of this artillery is increased to approach, if not equal, that of the cavalry by prescribing *horse* artillery, in which cannoneers ride horses instead of on the carriages.

The field artillery battalion consists of Battalion Headquarters and Headquarters Battery, a Combat Train, and three

batteries of four guns (75's) each. Its organization is well adapted to attaching a battery to accompany a detached cavalry brigade or regiment. So much for the Peace organization.

War Strength.—The War Strength organization of artillery is raised to a regiment of horse artillery of the same type (75's). This consists of a Headquarters and Headquarters Battery, a Service Battery, and two battalions making a total of twenty-four guns.

Division Aviation.—The value of close co-operation between cavalry and aircraft has been the subject of close and continued study in the American cavalry service. The functions of the two branches in all that pertains to reconnaissance are so supplementary that too much attention can scarcely be devoted to their combined training. Because of this, our new cavalry division contains another innovation in its Division Aviation consisting of one observation squadron of thirteen planes and a photo section. In these, we find the fruit of recommendations made in 1919 by a superior board of cavalry officers convened in France by the General Headquarters of the American Expeditionary Forces.

Combat Engineer Battalion, Mounted.—The usefulness of engineers becomes apparent when bridges must be repaired or constructed, when maps must be made and supplied to troops in a strange country, when defensive works must be constructed, and in numerous other situations. It was not until the operations of our Punitive Expedition in Mexico, 1919, however, that mounted engineer organizations were formed for assignment to cavalry expeditions.

To meet this necessity for engineers, our new division retains one combat engineer battalion, mounted. Although its primary purpose is the performance of special engineer work, it is also equipped and trained for dismounted combat. Its organization is well adapted for making detachments to accompany detached cavalry units, and, when necessary, it can and may be used as a reserve or as a guard for the division trains.

Medical Squadron.—There has been no change in the Medical Squadron, which covers the medical and veterinary

services of the cavalry division. It contains a Headquarters, a Collecting Troop, an Ambulance Troop, a Hospital Troop, and a Veterinary Troop. Each troop contains two platoons, and the name of the troop is self-explanatory as to its function.

Division Train, Q.M.C.—The cavalry division, to be self-sustaining, must contain sufficient transportation to carry its reserves of rations, forage, ammunition, and other supplies, also to transport supplies from the railhead to the division. Under present conditions, with especial reference to our varied large expanses of rough and broken terrain in our West and South-west, we cannot afford to motorize completely the trains of even so large a unit as the cavalry division. We believe that pack trains should always remain an element in the division train, and that at least one wagon unit is essential, although, when suitable cross country cargo vehicles are available in large quantities, the further substitution of motor vehicles for wagons should be considered. The Division Train, Q.M.C., at peace strength, consists, therefore, of one motor transport company (twenty-seven $1\frac{1}{2}$ ton cargo trucks), one motor repair section, one wagon company (sixty-six wagons, escort, cargo), and four pack trains of fifty pack mules each.

With the above varied transportation, it seems that the cavalry division is well fitted to meet the exigencies of the service when it operates far in advance of other friendly forces or well to the flank where road construction and repairs may be lacking.



"JUNGLE WISE."

By MAJOR L. M. HANDLEY, 8th K.G.O. Light Cavalry.

ROUND the nala, a few hundred yards away, lay the kill. The jungle quivered in the noonday haze, and the little party halted in the meagre shade of a Mhowa tree, while Ganga scooped up a little lukewarm water from a puddle, before turning the bend within sight of the kill.

Significantly the old Shikari pointed to a cluster of Sal trees ahead, festooned with clumps of vultures and crows, their beady eyes rivetted on the jungle beneath, their beaks agape in the noonday glare. The leading Shikari dropped back, and his place was taken by the Sahib, finger on trigger, every sense and muscle taut, to catch the first sight of the great beast—black-banded on gold.

Silently the repulsive scavengers in the boughs above watched the approach of man. Some of the more timid crows blinked an eye, and with a loud caw of disapprobation, fluttered off up the nala. Still the slayer below crunched the kill, oblivious of the silent approach up the nala bed, his presence blazoned to the old Shikari long before the glimpse of his lean body, camouflaged in the fierce patches of sunlight and velvet shadow, announced that he was once again at his work of destruction.

. . . The scene changes. Fierce noonday glare has given place to the kindness of full yellow moonlight. The Bhimdari nala lies cool and flushed with sleep. All the long day it has simmered in the midsummer glare. One small pool lies drenched with moonlight, and all the banks are scarred with the tracks of deer and pig, which use it to quench their nocturnal thirst.

Even now something is cautiously, step by step, approaching through the rustling grass towards the pool's brink. A pause in the velvet shadows which outline the pool, then from the tracery of moonlit branches, emerges the faint silhouette of a cheetah hind. Alert, ears hinged forward, piercing the deep silence of the surrounding shadows. A few yards away another form stands motionless in the silvered water. The sentinel hinds preceding the herd to water, for well they know the nightly fear of the sudden rush from the lair at the margin of the pool.

There is a sudden scream of alarm from one of the hinds, a rattle of hoofs on the stones of the nala, and in the distance the rush of the herd away from danger. Then all is silent.

A few moments later the silence of the pool is again broken by the return of the hinds, followed by the herd, and the opalescence of the moon drenched water is agitated with ripples of silver light, as the thirsty family quench their day-long thirst.

When there are pug marks of tiger at the pool's edge, this precedes every nocturnal drink, and the old hind well knows the ruse to draw the crouching slayer from his lair . . .

No kindly Mhowa throws its shadow over the sun-kissed sand. Dawn creeps up wan and chilly from behind the fringe of palms far south. The foreground of rolling desert takes shape, and the hill emerges from the night shadows. The patrol dismounts behind a babul-covered mound, and the Subaltern eagerly scans the outline of the hill, bathed in a warm bronze light, as the sun peeps over the rim of the horizon.

“Nothing there yet, Risaldar Sahib, only yesterday's old dead camel, so get those scouts on to the hill as soon as possible.”

But still the old Risaldar's glasses rest on the distant hill. The camel killed on yesterday's patrol sleeps its long last sleep beneath the only shade the hill possesses—a clump of babul trees planted above the decaying tomb of some local Saint. His quick eyes, jungle-trained in youth, have picked up the blurs of the vultures in the trees—the kill is deserted—yet what danger lurks in the shadows on the far side of the ridge?

"Better, Sahib, to send scouts wide at first, the vultures are wary of their meal, there is danger on the hill," warned the Risaldar, risking the denunciation of "cold feet."

"You're always over cautious, Risaldar Sahib," rapped out "youth," as he thrust his field glasses home; "it's obvious the hill is empty, so send the centre pair of scouts straight up as usual."

*"Apka kushi, Sahib," murmured the old "Shikari," as he moved away to give a timely warning to the centre scouts, whose job it was to gallop the hill straight, while the patrols pushed cautiously round. These were the early days, before patrols had learnt through bitter experience the folly of rash scouting, and the centre scouts mounted with no thought of the significance of the vulture laden trees.

"Danger lurks on the hill," the old man warned them; "see that you draw their fire even as the Cheetul do at the pool before supping."

The patrols trotted out, the centre one covering the mile of open desert to the hill at a steady trot. Had they not heard the Subaltern's rebuke of the old hand's over cautiousness, was not the hill verily deserted, and would two good Jat Sikhs turn their backs on a handful of Turks who were obviously not there? So straight up the slope at a gallop, unheeded all warning.

The vultures avidly eyed their interrupted feast, and blinked without interest at the group of men lying in the shadow of the hill. Watched them galvanize into life, and wriggle reptilely forward. From the far side approached two horsemen—a ragged volley, and two riderless horses plunged off down the hill, while two seemingly bundles of clothes twitched and lay very still.

A mile away over the sun-drenched desert, the Subaltern cursed, and sat heavily down to digest his bitterly learned lesson.

* So be it.



AMPHIBIOUS WARFARE

Definition.

VICTORY can seldom be gained by one branch of a nation's fighting services. This applies particularly in the case of our country; our army being dependent on the navy for transport, likewise the navy alone cannot remain powerful on the seas without security of its bases.

In the past we have had two services to consider, the Navy and the Army. To-day we possess another, the Royal Air Force, which must co-operate with the other two. Briefly speaking, amphibious warfare may be described as the close tactical co-operation of a nation's sea, land and air fighting forces.

The Prevalence of Amphibious Campaigns in British History.

In the history of the British race, campaigns of an amphibious nature have been predominant. We can trace the fact of our being in possession of the British Isles to this type of warfare. Aella, a Saxon chief, in 477 A.D. landed near the fortress of Anderida (Pevensey). He and his troops went on to conquer the narrow strip of land between the sea and the forest of the Weald, as far as Chichester and Selsea. Settling there, they called themselves South Saxons, and the district got from them the name "Sussex"—(Suth Seaxe).

Saxons and Angles continued to land and after hard fighting, in a hundred and twenty years, they had conquered half Britain.

The Saxons were able to operate on land and sea and the Ancient Britons were unable to attack their enemy before they landed. Towards the end of the 15th Century the various peoples of Europe began dividing themselves into great nations, namely England, France and Spain, and in 1586 Drake was engaged in the capture of the chief cities of the West Indies and the Spanish Main—St. Iago, Cartagena, and St. Domingo. The success of these actions depended on the co-ordination of land and sea operations. It was at this time that England

became a force to be reckoned with in Europe. Whilst other European powers formed for those days large armies, their expansion outside Europe was limited, not on account of the inefficiency of their sea power, but on account of Britain's long experience and skill in fighting on sea as well as land.

During the 17th Century most European powers were occupied with religious wars and internal strife, nevertheless Britain's sea power steadily developed, and, with the exception of the Dutch, was the greatest in Europe.

Here is an instance where another nation came to the front, but in one line only. The Dutch developed their fleet without due regard to their land arm.

They were our equals at sea, but their expansion was restricted by the fact that they failed to co-ordinate their sea and land forces.

During the 16th and 17th Centuries we laid the foundations of our American Colonies and the Indian Empire. We could transport armies safely across the seas and land them where we liked. As examples, Sir Walter Raleigh's enterprise in founding the colony of Virginia, and the banding of merchants together into Chartered Companies such as the East India Company which was the beginning of the development of India.

At the opening of the 18th Century we became engaged in what was up till that time our largest and most important Amphibious War—the War of the Spanish Succession. The history of this campaign shows us that Marlborough's armies could not have fought on the continent had it not been for the strength of our sea power in the English Channel. It was in 1703 that we captured Gibraltar. A fleet under Admiral Rooke and a small army had been sent to Spain to help the Catalan malcontents, who were ready to rise in the name of the Archduke Charles. They were foiled before Barcelona, but on their return, took by surprise the almost impregnable fortress of Gibraltar.

It was later in this century that Wolfe, in conjunction with Saunders, on the 13th September, 1759, launched his hazardous enterprise by landing his troops at the foot of the Heights of

Abraham, at which point his enemy least expected him to attack, thus giving him the advantage of surprise.

During the 18th Century our position was assured owing to the versatility of our armed forces, but the results, though good, might have been better if in certain instances the co-operation between sea and land forces had been placed on a sounder footing. For example in 1807, Sir John Duckworth at the head of a British Fleet entered the Sea of Marmora, but could not remain there on account of his supply situation, which entailed bringing provisions through the Narrows, past strongly armed points on land, a hazardous undertaking as land forces were not available to hold the enemy's forts in order to make his position secure.

In 1854 we were involved in the Crimean War, and passing to 1915 find ourselves engaged in amphibious warfare of the first order at the Dardanelles.

Summary of the Past.

Amphibious warfare covers a number of combined operations which, broadly speaking, are :—

- (a) The movement of sea and land forces to an objective.
- (b) The combined attack on that objective.
- (c) The supply of munitions, food, and reinforcements for both the Navy and the Army in that vicinity.
- (d) If necessary the evacuation of troops from the point attacked.

History gives us many examples of each of the foregoing, but the Gallipoli Campaign embraces them all.

Combined operations can be divided into two main classes :—

- (a) Those where it is intended to remain on an objective temporarily.
- (b) And those where it is intended to gain some definite object, such as territory.

In the case of the former it would appear from what we read that the gains have not justified the wastage of man power and money, but with reference to the latter, we hold in many instances possessions in return for our enterprises.

Conclusions.

Generally, amphibious operations necessitate de-centralization of our armed forces, therefore in a big war we have to consider the possibilities of defeating our adversary on the main field of battle, which requires concentration as opposed to attacking his outposts.

In combined operations the past shows clearly that certain main factors are necessary in order to achieve success. These may be enumerated as follows :—

- (a) The closest alliance of policy, strategy and tactics.
- (b) Information.—Nothing should be spared to obtain the fullest information regarding the enemy and his territory prior to any suggestion of attack.
- (c) Surprise.—This is of paramount importance.
- (d) Correct equipment and transport to suit the particular operation.
- (e) Efficient co-operation between Navy, Army and Air Force.
- (f) A supply of officers whose training in peace has been such as to enable them to successfully command such operations.

The Probability of Amphibious Warfare in the Future.

As in the past is our position not somewhat similar to-day? All the units of the British Empire are interdependent with regard to defence and our trade is conducted along exceptionally long lines of communication—land, water and air. These communications are flanked in most cases by foreign powers. In one instance our most important maritime link passes from west to east through foreign soil, *i.e.*, Egypt.

While these conditions exist, we must always be prepared to take part in an amphibious campaign. From history we find that Napoleon with his army was unable to invade England. In 1870 France's superior navy did not prevent her defeat by the Germans.

A political act which causes a war has to be backed up, and it is upon our combined services that this role falls.

Our garrisons are spread widely afield, and to maintain these, sea communications must be kept open. The duty is primarily that of the Navy, but it does not end there. The Navy must be supplied and maintained in an efficient state, not at one central position, but at various suitable bases, the defence of which depends on :—

- (a) Naval supremacy.
- (b) Air supremacy.
- (c) Local garrisons, their strength depending on the naval situation.

A potential enemy would plan his attack on such bases in accordance with the physical features and the nature of the three services along the route to, and at, the point to be attacked; we also must use these considerations in defence.

Generally speaking, the decisive factors on sea, land, and in the air, are the Navy, Army and Air Force respectively, but in most cases in order that a nation will be able to exert its will upon its enemy, it must remember that it is ultimately the personal pressure it can apply, which is final. Close co-ordination of the three services is generally the means of bringing this about. However, this is not always the case, as there are instances in history where one service or another has predominated under certain circumstances.

For example, the defeat of the Spanish Armada was a purely naval action. On the other hand, the decisive instruments in breaking the German power in 1918 were the armies and air forces of the Allies which defeated the Germans on land.

In dealing with defence, take as an instance the Island of Cyprus. It can be defended by the Navy, provided the Navy enjoys absolute supremacy, but absolute supremacy by one arm alone is almost impossible under modern conditions. However many battleships, cruisers, destroyers and submarines we have in the Mediterranean, we cannot prevent attacks on Cyprus from the air, and attacks upon the Island's communications by air craft, submarines, and raids by light craft, from an enemy's advanced bases.

The security of the island can only be assured by the destruction of such bases, and their destruction cannot be efficiently carried out without undertaking operations of an amphibious nature.

The defence of Australia, and many of our island possessions, might present a similar problem. From past lessons it would appear that certain factors were necessary in order to carry out successful combined operations. In dealing with the likelihood of being involved in amphibious campaigns in the future, these factors must be considered in relation to present day weapons, such as submarines, airplanes, mechanized armies, etc. For example, the element of surprise is effected by the advent of the aeroplane. To achieve surprise, the attacking force must be transported within close proximity of the point to be attacked without being observed.

The nature of the weapons of a modern army capable of breaking down up-to-date defensive measures, necessitates special transport arrangements. Have we these transports available? If not is it possible to convert a sufficient number of vessels in a given time?

Again, the security of the transports operating against a nation armed with submarines is another problem which will confront us in the future. Also, will the comparatively slow moving convoy of the attacking troops, easily observed, be able to successfully oppose land defences of a modern design, supplied and reinforced by the faster moving land transport?

The attacker's air force as opposed to that of his enemy.

The attacker will be faced with disadvantages as he will normally have to transport and operate his machines from carriers, whilst his enemy would have the decided advantage of land aerodromes.

Political influence.

In the past this influence has involved us in amphibious campaigns, and what is there to prevent the recurrence of this in the future?

Conclusions.

In view of our past history and our present situation, it

would appear likely that combined operations will feature in our wars of the future. Owing to modern inventions these operations will be more difficult to conduct, therefore it behoves us to prepare ourselves for the efficient handling of any such situations to come.

Methods of meeting our future requirements in this form of warfare.

In view of the prevalence of this type of warfare in the Empire's past wars and the nature of our present position we must consider what steps should be taken in order to prepare for the handling of similar situations in the future.

Combined operations to be successful will always depend on certain essentials, namely :—

- (1) Central control of the combined fighting forces of the nation.
- (2) A supply of officers of higher rank from all three services, trained and exercised in Amphibious Warfare problems during peace.
 - (a) To form part of the central control.
 - (b) To actually command the operations.
- (3) A large number of officers of subordinate rank suitably trained and versatile in operations of this nature to perform staff duties when required.
- (4) Co-operation of the Services.
- (5) Naval supremacy.
- (6) Air supremacy.
- (7) Organization.

Taking the first essential factor :—

Central Control of the combined Fighting Forces of the Nation.

We have only to go back as far as the late war to see errors the recurrence of which we should do our utmost to avoid in the future. When the Ottoman Empire entered the European War in 1914, the question of a possible attack upon the Dardanelles as a preliminary to securing the maritime route from the Mediterranean to the Black Sea, and simultaneously defeating Turkey was at once considered by the British Admiralty and War Office. Success in this zone would have enabled Russia to

export her agricultural produce and import war material, of which she stood sorely in need. The fall of Turkey would have had a far-reaching moral effect on the Balkan States and the Mohammedan world.

This operation would probably have been worth while provided the means of carrying it out had been available, and that it had been undertaken with skill. On 3rd January, 1915, the Admiralty invited Admiral Carden, then commanding the Mediterranean Naval Forces, to report whether he considered forcing the Dardanelles by ships alone was a practical operation. He replied two days later that he did not think that the straits could be rushed, but in his opinion they might be forced by extended operations with a large number of ships.

On 13th January, the following decision was arrived at: "The Admiralty should prepare for a Naval Expedition in February to bombard and take the Gallipoli Peninsula with Constantinople as its objective." It is difficult to find a better example than this in support of central control of the combined fighting forces of the nation by officers highly trained in this kind of warfare and representing each of the services.

In fairly recent years we have instances of a British squadron overcoming coast defences at Alexandria, American vessels disposing of the fortifications of Manilla and Italian ships destroying the shore batteries at Tripoli, prior to the disembarkation in the harbour of a co-operating expeditionary force, but, in none of these cases were the land works capable of offering serious resistance. On the other hand at Lissa, in 1866, an Italian squadron was driven off in an action against the land defences there. Instances arise when the Navy will have no option and find itself compelled to attack powerful land fortifications, and an example of this is Blake's attack on the land defence at Porto Farina which covered the Corsair flotilla that he meant to destroy.

The Dardanelles, however, presented a difficult proposition, consisting of a narrow channel defended on either side by modern heavy guns, so emplaced as to form very hard targets to engage.

As already mentioned, Admiral Duckworth in 1807 succeeded in getting through the Narrows, but his experience should have taught us the lesson, that in an operation of this nature, military forces should have been applied in conjunction with the naval attack.

The problem of attacking the Dardanelles had been carefully examined previously by the Admiralty and the War Office.

In 1906 naval and military experts came to the conclusion that :—

- (a) Unaided action by the fleet alone is much to be deprecated.
- (b) Any operation there would be essentially of an amphibious nature.
- (c) And would be a very hazardous undertaking even with a suitably organized force.

The General Staff drew up a Memorandum to this effect.

Co-operation of the Services.

In order to deal with this matter it is necessary to study the history of our three Services.

Originally we possessed only one fighting force which could operate either on land or sea. Our "Floating Army" would go alongside an enemy vessel and a hand-to-hand fight would take place. Science progressed and longer ranged weapons were introduced, so that, this method of fighting on the sea became obsolete. Thus we find with this change of tactics combined with the quality of seamanship required for an efficient floating army, it was essential, ultimately, to form two separate fighting services, both becoming specialists in the type of warfare for which they were trained and organized, namely, sea and land engagements.

In a somewhat similar manner the Air Force has come into existence. Originally it consisted of a part or branch of both services, and was known as the R.N.A.S. and the R.F.C. However, these corps rapidly developed and became highly specialized arms of their own, and were eventually united and formed into the R.A.F.

It is natural that these three services in doing their utmost to develop the highest standard of efficiency as applied to the particular sphere in which they are likely to operate, may in time become disinterested in one another's characteristics, abilities and limitations, unless some step is taken to prevent this from happening.

Command of the Seas.

Without command of the seas amphibious encounters would be out of the question, but having gained control the Navy must be so organized as to be capable of meeting the special requirements of a combined operation. Given naval supremacy we must assume that the enemy will concentrate on his submarine craft, which is an effective weapon employed against transports. Therefore from a military point of view the protection of these transports presents a serious problem. The sinking of one ship carrying a thousand troops, by a submarine, gives the enemy the advantage of employing his minimum force to inflict maximum casualties. The question of escorts for these ships and anti-submarine measures over long lines of communications is worthy of consideration.

1. *Location of Naval Bases.*—Naval bases must be located in zones where combined operations are likely to take place, otherwise such undertakings will be impossible in these spheres.

2. *Security of Naval Bases.*—As mentioned previously: "A Navy alone cannot remain powerful on the seas without the security of its Bases." In this respect the late Colonel Repington held interesting views regarding Sydney as opposed to Singapore as a British Naval Base in the southern hemisphere. He argued that Sydney was defensible with its surrounding white population and resources, and that even its occupation by an enemy could only be temporary. On the other hand, he was of the opinion that an enterprising enemy might capture and destroy Singapore before assistance would be forthcoming, and to defend it would entail an enormous expenditure and a considerable garrison.

There was a certain amount of controversy at the time the question of this base was being discussed, and no doubt the

Imperial Government went fully into the matter effecting it before making the final decision.

Air Supremacy.

In the future the Air Service will figure more prominently than it has done in the past, and again comes the question of how it should operate in conjunction with the other services in the early stages of a war.

Not long ago at a lecture with the Commandant of the Air Force Staff College in the chair, an R.A.F. Officer stated :—

“The objective of the Air Force is to paralyse in every way possible the enemy’s power and will to war. The main object of an Air Force in war will not be solely or even primarily to search out the enemy aircraft with a view to destroying it. Such a procedure may be inevitable and may be possible, but so far as the future of air warfare can be foreseen, it is anticipated that the main effort will be against the centres of vital importance on which the enemy depends to carry on war.” This may or may not be the accepted doctrine but no exception was taken to it. The first part of this statement seems to point to the general aim in war, the object of the combined forces, an object not by any means peculiar to the Air, but we must ultimately exert our will on our enemy and to do so must attain some definite military object. Which arm with the co-operation of the others is best suited to do this will primarily depend on the nature of the enemy and the campaign generally.

Attacks on a civil population, whilst partly ignoring the hostile armed forces, may prove extravagant to one arm leaving the others weak through the lack of support by co-operation with that arm, and thereby giving hostile forces an advantage.

It may be argued that by attacking an enemy’s civil population he may be driven into submission, making the other arms not the decisive factors in war, but this again depends on the proximity of the objective from the departure point of our air craft, and like any other of the fighting forces it must have security which will depend on the Army, or the Navy, or both.

But the question as to whether the Air Force can be the decisive factor in a war is very debatable on account of the need

for continuous resources, the nature of the enemy's aircraft defence, his air force, and the question of the garrisoning of the enemy territory once he has been driven into submission.

In amphibious warfare the policy of the Air Force on the spot will have to be carefully governed in conjunction with the other services, as it will be of the utmost importance to have local air supremacy in the zone of operation. For the attacking force to achieve this will be difficult, as it will have to operate aircraft from carriers, the enemy meanwhile using land aerodromes; a decided advantage in favour of the latter.

Organization.

Should it be decided to undertake an amphibious operation, unless we have partially prepared ourselves in time of peace, a serious delay will be incurred. Serious, for any delay whatever destroys the element of "surprise" which is so important in this type of campaign. The obtaining of suitable transports to meet with the particular requirements of the operation contemplated, will, perhaps, be one of the biggest factors. Ships are usually required hurriedly, and in large numbers, and haphazard requisitioning, even when the tonnage is available will probably cause delay, in that many alterations have to be made in order to fit the ships to the particular requirements of the expeditionary force in question. Casualties have to be evacuated and hospital ships will be needed. Special vessels are required for the actual landing of the troops, and the distribution of troops to transports is another matter of importance. When the British decided in 1915 to employ troops in conjunction with the Navy at the Dardanelles, an Expeditionary Force was prepared. Troopships were sent off to Mudros Bay (Lemnos Island) and others were on their way before those responsible knew what this army was going to do. Mudros Harbour, an ideal natural shelter, had one serious disadvantage as a base of operations: there were no jetties or shipping appliances. To reallot troops to transports in order that they would be conveyed prepared for immediate action would have taken Sir Ian Hamilton many weeks at Mudros Bay. Therefore he decided that with the exception of one Australian

Brigade which had already disembarked, the Expeditionary Force should proceed from Lemnos to Alexandria and be re-organized at that well-equipped port. It is hardly necessary to point out that this delay was fatal. This slow preparation added to the fact that the Allied Fleet had been trying to break through the Dardanelles gave the Turks plenty of time in which to prepare their defences.

Recommendations.

Central control of the combined Fighting Forces of the Nation.

As in the past, Statesmen will no doubt have the final say regarding the main objectives in our future wars. Therefore something must be done to check the temptation of plunging the nation into operations which are likely to end in failure owing to the violation of Principles.

This may be overcome by the formation of a definite representative body of officers of high rank, to be recognized as an advisory committee to the Government.

If these officers, as an outcome of their training, were experts in combined operations, the status they would acquire would greatly assist in making them a steadying influence to the Statesmen.

In Peace.—The chairman of this committee could be changed annually in order that a member of a different service should preside over it each year. Its duties would be:—

- (a) To collect and compile information regarding likely spheres of combined operations in the future; information to be obtained by close co-operation with the Admiralty, War Office, Air Ministry, and Foreign Office.
- (b) To assist in the earmarking of likely commanders for such campaigns.
- (c) To advise and help in the training of officers of subordinate rank likely to be required for staff duties in this type of warfare.
- (d) Have experiments carried out with a view to discovering suitable vessels capable of meeting the

special requirements of landing troops in face of opposition.

In War.—The chairman would be a representative of the service likely to be the predominant factor in that particular campaign.

The committee would then act in its advisory capacity.

Training of Officers of Higher Rank.

Although the Imperial Defence College has as its object the training of moderately senior officers, it is questionable whether this Institution is large enough to pass through a sufficient number of students thoroughly versatile in all problems connected with the co-operation of the various services. By increasing the number of students undergoing instruction at the Imperial Defence College, it will give the country a greater choice in the selection of its leaders. We would be better prepared to replace casualties, and have the advantage of possessing a moderately large number of senior officers whose broad training should make them more adaptable.

Training of Officers of Subordinate Rank.

Junior officers selected for staff duties and staff college graduates should be given periodical courses of instruction in combined operations; these courses would cover a definite number of weeks and could consist of lectures and demonstrations, etc. To conclude the course, students could be formed into syndicates, each syndicate having a representative of the Navy, Army and Air Force; problems should be set which would be worked out by these syndicates.

It would also be desirable that a more frequent interchange of officers should be the rule in order that they can have practical experience in the working of other services than their own.

Co-operation and Practical Training.

Given a nucleus of specially trained officers who could direct exercises, combined operations should be periodically practised with the use of troops. Valuable practical lessons are to be learnt in the handling of troops in embarkation, disembarkation, and landing in face of opposition, together with the support of the Navy and Air Force.

These practical exercises would give both the staff and the regimental officers invaluable training.

Real co-operation can only be obtained by officers thoroughly understanding the characteristics, abilities, and limitations of our various fighting services.

Organization.

During peace, a tremendous amount can be done towards the preparation for combined operations in the future. Experiments with special vessels for actually conveying troops from the transports to the shore where opposition is likely to be met, could be carried out in order that we should know the advantages and disadvantages of the types of vessels suggested.

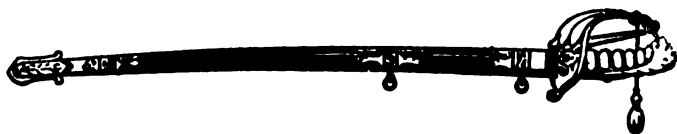
The arrangement of transports for troops which have to be conveyed ready for immediate action would naturally form part of the practical exercises suggested above.

In dealing with organization the question of water supply in combined operations perhaps deserves special mention. A landing may be successful, but the subsequent advance temporarily held up leaving a large concentration of troops on a comparatively small area for a given time. In many instances of this nature it is probable that the local water supply will not be sufficient to meet the demands, therefore improvised means have to be quickly arranged to transfer water from the ships to the shore.

Given highly trained experienced leaders and staffs, lack of preparedness in matters of organization is fatal.

Concluding Remarks.

Too much importance cannot be paid to a study of military history as applied to our present day training manuals. The Principles of War remain the same, but the method of attaining them depends on the correct application of modern inventions. Sound judgment cannot be guaranteed unless lessons are learnt from the successes and failures of those in the past.



*CORPORAL SHAW OF THE 2nd LIFE GUARDS AT
WATERLOO*

By EDWARD FRASER

CORPORAL SHAW, it is probably hardly necessary to remind readers of THE CAVALRY JOURNAL, was the famous Waterloo Life Guardsman, whose feats on that battlefield made his name, for many a long year after 1815, to nine-tenths of the people of England as well known almost as that of Wellington himself. Nor, indeed, is it yet quite forgotten to-day. He had further—what undoubtedly also accounts to some extent for the special regard paid to his memory—another little less strong claim on the appreciation of his countrymen. The “Milling Life-Guardsman” was Shaw’s nickname for six years before Waterloo. His knock-out blows in the Ring, as the champion boxer and prize-fighter of the British Army in that period, made Shaw’s name as well-known to everybody as, say, our modern day Bombardier Wells or Gunboat Smith in their prime. In one of his fights, in 1812, on Hounslow Heath, Londoners turned out in crowds, we are told, to see the “Milling Life-Guardsman” “lay out his man.” In addition, in another way, he was interesting to a smaller circle. Between 1808 and 1815 his fine features, six feet of height and magnificent muscular development, earned Shaw, when off duty, many guineas as a studio model for the Hercules type of figures that many painters and sculptors, in that age of classic artistry, were given to introducing in their compositions.

John Shaw was born at Woolaston in Nottinghamshire in the year 1789, and at the age of eighteen, on 15th October, 1807, enlisted into the 2nd Life Guards. In due course he rose to Corporal, and, as such, he was with his regiment at Waterloo. The 2nd Life Guards at Waterloo were with the 1st Cavalry Brigade, or "Household Cavalry Brigade," under the command of Major-General Lord E. Somerset, together with the 1st Life Guards, the Blues, and the K.D.G's.

In which of the four charges that the 2nd Life Guards made in the battle Corporal Shaw met his end, does not seem to be quite clear. Apparently, however, he came through the first charge, the fight with Kellermann's Cuirassiers, not long after the beginning of the action, unscathed; and also through the second charge, a little later. It was, almost certainly, in the third charge, against Milhaud's Cuirassiers of Napoleon's Cavalry of the Guard, between four and five in the afternoon, that Corporal Shaw, after cutting down his ninth opponent in hand-to-hand encounter, met his fate by a bullet. Various versions of his end are extant, but he appears really to have met his death from the carbine of one of the French Cuirassiers.

This is what the officer in command of the troop to which Corporal Shaw belonged wrote, apparently partly from personal observation. "In the midst of the Cuirassiers he rendered himself conspicuous by the bold and dexterous manner in which he encountered all who came in his way. Rapid and deadly were the blows which he dealt around him, and it is said that no less than nine of his opponents were laid prostrate in an incredibly short space of time. His career, however, was suddenly cut short. A cuirassier, who had proceeded some little distance, so as to clear the left of the 2nd Life Guards, turned round and taking a very deliberate aim, deprived Shaw of that life which his powerful arm and gallant daring had made proof against the swords of all who ventured to approach him." The officer adds that he saw the cuirassier level his carbine in Shaw's direction, while Shaw was engaged in a hand-to-hand fight. He made for him, but the man fired and

Shaw fell dead. Several sword cuts were found on Shaw's body after the action as well as the bullet wound.

Several of Shaw's comrades related afterwards what they saw of him in the *melée*. "I saw him," said one, "fighting with two cuirassiers at the same time, but he cleared his passage." Another trooper, Dakin by name, saw the same fight and related that "Shaw, with a right and left at their faces, sent them both over." A third Life Guardsman described how he saw Shaw "meet a French cuirassier who seemed to wait for him. The Frenchman's thrust was parried, and then Shaw cut him down right through helmet and skull. The cuirassier's face fell off like a bit of an apple!" Some of the 1st Life Guards, who charged at the same time close by, in the encounter got intermingled with the 2nd Life Guards. One of them told how he saw Captain Kelly, of his own troop, fighting close to Corporal Shaw, the two "cutting down their opponents as if they had been poppies." The two files in Shaw's troop, whose places were to right and left of him, were both killed. Corporal Shaw is further credited with closing on the standard-bearer of one of the Cuirassier regiments and cutting him down. "He was, though, unable to get hold of the Eagle lance, and it fell to the ground as he cut his way through the Frenchmen crowding to the rescue of the Eagle." Other of Corporal Shaw's doings at Waterloo were related in the newspapers, as told by men of the regiment on their return to England, but the foregoing should suffice here.

Finally, it is stated that Sir Walter Scott, the novelist, in later years got possession of Corporal Shaw's skull and kept it in his private collection of "curiosities" at Abbotsford. Whether that, however, is true, is another matter.



THE ROYAL SCOTS GREYS

THE 2nd Dragoons were nicknamed the Greys through the stone-coloured or grey uniform worn by the trooper, and not, as is commonly supposed, through the grey horse. To prove this it is only necessary to know that the regiment was known as the Greys long before the grey horse came to be a feature of the regiment.

The Greys are the second oldest regiment in the British Army, which, by its "valiant deeds and honoured scars," has earned for itself the proud motto "Second to none." Its reputation is a household word, and is known not only in Britain, but throughout the world. That their proud motto "Second to none" is no idle boast is abundantly proved by the records of their conduct on active service.

The history of the Greys dates back to the time of Charles II, when it consisted of but three Troops of Dragoons as an addition to the Scottish Military Establishment. This was the nucleus of the present regiment. A few years later, in 1681, another three Troops were added; and shortly after this the Royal Scots Dragoons was formed, and placed under the command of General Thomas Dalziel, who, by the way, was a native of Linlithgow, and not of Lanarkshire, as is sometimes supposed. Eleven years after those three Troops had been added (in 1692) the regiment received the official name "Our Royal Regiment of Scots Dragoons" from King William and Queen Mary.

It was in Flanders and Germany in the campaigns of William IV that the Greys first "tasted powder"; and it is interesting to note that those campaigns covered many of the

towns and villages through which the regiment passed during the Great War. The Greys record in those campaigns is one of which any regiment might feel proud, their daring charges being one of the noteworthy features of them.

Then followed the Marlborough Campaigns in which the regiment greatly distinguished itself under the command of Lord John Hay. The daring charges (in co-operation with the Irish Dragoons) at the Battle of Malplaquet earned for them special mention from the Duke, who characterized it as "the most inspiring sight of a life-time." In the Battle of Ramillies, which took place in these same campaigns, the Greys scored a sweeping victory over the French Horse, then hacked their way through about half a dozen regiments of infantry. This wonderful achievement was crowned by a complete victory over the crack French Regiment du Roi, from which they captured the French Colours. It is in honour of this victory that the Greys are allowed the unique privilege of wearing the Grenadiers' bearskin with white plume.

A rather interesting discovery resulted from this encounter. One of the troopers having been wounded was brought to hospital, where it was discovered that "he" was a woman, whose real name was Christina Davies. Christina had served twelve years in the Greys as a trooper without any of her comrades suspecting it. She married three times, and lived to a good age.

The year 1743 again saw the Greys in Flanders, where they upheld the proud tradition of the regiment in many notable battles.

The regiment's next spell of active service was in Germany, where, under the command of the Duke of Argyle, they fought in the Battle of Warburgh. So fierce was the attack of the Greys on this occasion that those of the enemy who were not hacked down turned and fled helter-skelter, leaving the Greys in possession of the town.

After this the regiment "enjoyed" thirty years' freedom from active service, following which we again find them in the thick of it, fighting with great gallantry in Flanders again.

And then, some nineteen years later, we find them on the Plains of Waterloo. It was at Waterloo that the Greys really earned for themselves the proud motto "Second to None," their daring charges prompting the great Napoleon to exclaim, "These terrible Greys. What fighters they are." The details of that memorable charge on the 18th of June, 1815 are too well known to bear repetition here; and there can be no doubt that these charges were responsible for the overthrow of the flower of Napoleon's Armies. In honour of their conduct in this campaign the Greys were permitted to have "Waterloo" inscribed on their standards, badges, etc.

And it was at Waterloo that the Greys won the Eagle. During one of their charges the regiment captured two Eagles, one being taken by a Sergeant (who later received a Commission of Ensign in the 5th Veteran Battalion) and the other by the Royal Dragoons. In appreciation of the bravery of the officers, N.C.O's. and men who took part in this battle the Prince Regent ordered a special medal to be struck and presented to each of them, and that each should be allowed to count two years' service on reckoning his services for increased pay, and also for pensions when discharged.

The conduct of the Greys at Balaclava further enhanced their reputation; and after their victory over the Russians Sir Colin Campbell approached them with bared head and told them that was he a young man again he would ask nothing more than the honour of being allowed to serve with them.

The Greys were again well to the fore in the South African War, in which campaign they covered themselves with glory, notably at Kimberley and at Bloemfontein.

In the Great War the Greys upheld their proud motto, "Second to None." At the outbreak their strength was 25 Officers and 220 other ranks, and a few days after war was declared they were despatched to France to form part of the 5th Cavalry Brigade; and it is interesting to note that for the first time since 1703, when the grey horse first became a feature of the regiment, the horses had to be camouflaged a brown chestnut colour.

It was at Binche that the Greys received their first baptism of fire when, connecting with the left flank of the French, they held up the 2nd German Army for over two and a half hours. This was in itself a notable achievement, but was nothing compared with some of their deeds later on in the campaign.

After the Battle of the Aisne, when the Armies settled down to trench warfare and cavalry charges were no longer necessary, the Greys dismounted and served in the trenches in various sectors on the Western Front. Their great bayonet charge which recaptured Wytschaete for us showed that the Greys were just as much at home in the trenches as they were in the saddle. The regiment lost in killed and wounded 37 officers and 585 other ranks.

The Greys are at present stationed at Redford Barracks, Edinburgh. Their strength is 21 officers and 460 other ranks.



INDIAN CAVALRY STANDARDS

By CAPTAIN H. BULLOCK, F.R.Hist.S., I.A.

AT the present time, standards are carried by very few Indian cavalry regiments. Such has been the general position for some fifty years, as will be seen from the regulations and orders which will be quoted. The few standards which are now authorized to be carried have, however, a quite exceptional interest; and several regiments which no longer carry standards still have in their keeping some of their old flags.

It should be stated at the outset that in this article no attempt is made to differentiate between such terms as "standard," "guidon" or "ensign" in any technical sense. In all the orders and records which have been examined, the word "standard" alone has been employed to designate an Indian cavalry flag, of whatever shape or description; and that word will therefore be used throughout in respect of such flags.

Although the system by which the Indian Army was split up into three main divisions—the Presidential Armies of Bengal, Madras, and Bombay—lasted till the nineties, the several regulations of those armies did not usually differ to any great extent. The complete story of the various changes in the design and size of cavalry standards is, however, by no means easy to trace, the principal reasons for this being firstly the fact that few old standards exist to-day, which is no doubt due to their perishable nature especially when subjected to the Indian climate; and secondly, the great mass of regulations and orders of the three Presidencies and of the various subsidiary forces such as, for example, the Hyderabad Contingent. In addition, there is little doubt that the regulations were often departed from; and that changes though ordered were not always carried into effect.

The first regulations which deserve detailed notice here are General Orders, Calcutta, of the 3rd November, 1818, which were applicable to the regiments of Bengal native cavalry. In

these, the standards to be carried for the future were ordered to be as follows :—

One Standard of dark blue, with the Royal Arms embroidered in the centre and the Union in the upper corner close to the staff.

One Standard of crimson, with the Honourable Company's Arms embroidered in the centre.

One Standard, the colour of the facings of the Regiment, with the number of it within an embroidered wreath of rose, thistle and shamrock, with small wreaths in each corner, that in one corner containing the date on which the regiment was raised, and the remainder encircling appropriate devices.

The length of the flag from the staff to the tip of the swallow tail to be three feet two inches, and the breadth one foot $10\frac{1}{2}$ inches.

The flag to be made of strong satin or silk doubled, trimmed all round with silver fringe, and the devices to be worked on both sides of the flag in rich embossed gold embroidery.

The staff or pole of the Standard to be nine feet in length, including a gilt spear-head ornament, furnished with a gilt swivel-bar and an iron rest for supporting it on the stirrup.

Each Standard to be completed with a double cord of gold and crimson, having tassels of the same description, and a cross belt with gilt swivel attached, made of broad cloth of the colour of the facings, with an edging of a darker colour.

Wax cloth cases to be issued with the Standards.

In the event of an additional squadron being added to a regiment, the Standard for it is to be in all respects the same as that of the colour of the facings of the Corps already described.

In Madras Army General Orders dated 20th November, 1840, "new regulations for standards of cavalry" are promulgated, differing in several respects from the Bengal regulations

above quoted. In particular the following paragraphs deserve notice :—

The Standards of Regiments are to be made of silk, and fringed with silk of the colour of the facings mixed with silver.

The tassels and cord to be of crimson silk and gold mixed.

The lance of the Standards to be eight feet six inches long, spear and ferrule excluded.

The King's or first Standard of each Regiment to be crimson with the rose, thistle and shamrock combined and the crown over them in the centre, the motto "*Dieu Et Mon Droit*" underneath. The crest in a compartment in the first and fourth corners, and the rank of the regiment in gold figures on a ground of the same colour as the facings of the regiment in a similar compartment in the second and third corners.

The Second and Third Standards of each Corps to be of the colour of the facings of the regiment, with the badge of the regiment in the centre, or the rank of the regiment in gold roman figures, on a crimson ground within a wreath of roses, thistles and shamrocks on the same stalk. The motto of the regiment underneath. The crest on a red ground, to be in the first and fourth compartments, and the rose, thistle and shamrock conjoined upon a red ground in the second and third compartments.

The First and Second Standards are not to be numbered, the Third Standard is to be distinguished by the figure 3 on a circular ground of red under the motto.

Those Corps which have any particular badge are to carry it in the centre of their second and third Standards with the rank of the regiment on a red ground within a small wreath of roses, thistles and shamrocks in the second and third corners.

Honorary distinctions are to be borne on the second and third Standards only.

No such change in the Standards appears to have been made in the Bengal Army at this time, for in the regulations of 1855 the dimensions and design are identical with those which had been prescribed in 1818. After the Mutiny, which swept away such a large proportion of the Bengal Light and Irregular Cavalry, this order was issued* :—

The Commander-in-Chief is pleased to notify that, after full consideration, Government have decided that regiments of Bengal native cavalry now in possession of standards may retain them, but such standards are not in future to be carried on parade or in the field.

Commanding officers will be careful to explain to their men that this measure is produced only by a desire for the more perfect efficiency of their regiments, with which, as is well known, the use of standards greatly interferes; and for this reason they are not now borne by corps of British light cavalry.

Standards will not therefore be issued to regiments of Bengal cavalry not now possessing them.

It will be remembered that many of the most distinguished Indian cavalry units of to-day were first raised during the period 1857-59, for the suppression of the Mutiny; and to this circumstance is due, to a considerable extent, the fact that so few units carry standards to-day. The last-quoted order makes it clear that they have never carried them.

Standards for the cavalry of the Madras Army were finally abolished by paragraph 4 of the Regulations of 1869; and it is understood that other regiments were also ordered to discontinue their use at this time. The current "Quarterly Indian Army List" states that "Standards are not carried by Indian cavalry"; but this is not correct, as will be seen, though they are the exception rather than the rule. As far as has been ascertained, they are carried (with full and formal official sanction) by these four regiments only: the 2nd Lancers (Gardner's Horse), The Scinde Horse (14th Prince of Wales's Own Cavalry), the 16th Light Cavalry, and The Poona Horse

* Adjutant General's Circular, 29 June, 1864, No. 62N.

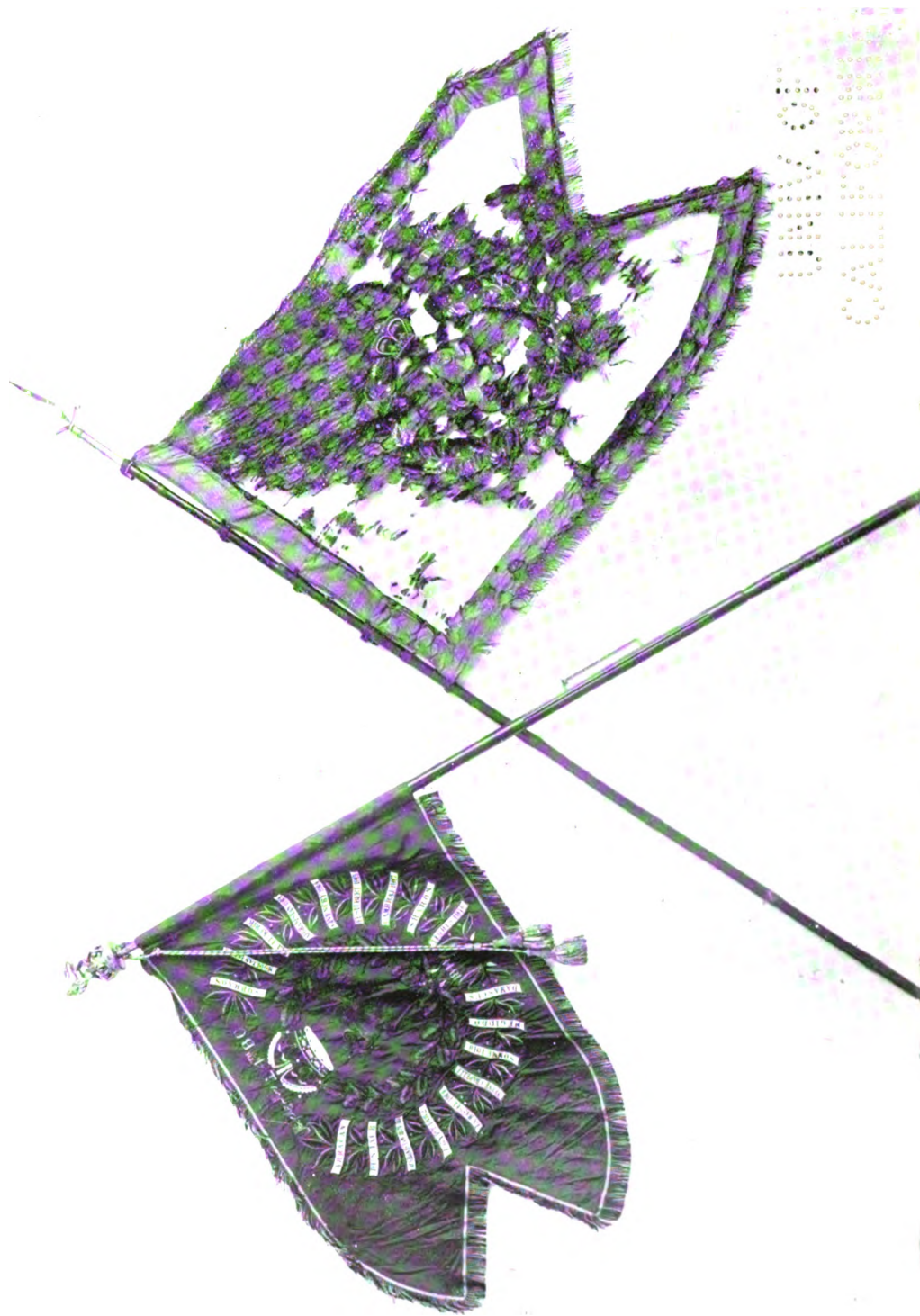


Plate I. Standards, old and new, of the 2nd Lancers (Gardner's Horse).



(17th Queen Victoria's Own Cavalry). Of these, Gardner's Horse descends from two pre-Mutiny regiments of Bengal Irregular Cavalry; the Scinde Horse is the offspring of the two regiments of Scinde Irregular Horse of the Bombay Army, raised in 1839 and 1846; the 16th Light Cavalry, which was originally in the service of the Nawab of Arcot, represents the Old Madras Army; and the Poona Horse also derives from two old Bombay cavalry regiments. All three of the old Presidential armies are therefore represented by the four corps which are to-day authorised to carry standards. A short description of these standards will be given: each is an essentially individual flag, and most are records of historic events in their regiment's life.

The Second Lancers (Gardner's Horse).—The 6th Regiment of Bengal Irregular Cavalry, for distinguished service in Sind in 1844, was granted an Honorary Squadron, extra to the establishment. Three years later, the strength of the regiments of irregular cavalry was fixed at six rissalas, and no exception to this rule was allowed in favour of the 6th, who were instead granted an Honorary Standard. This bore the device of a *lion passant regardant*, which was also borne as a badge on the accoutrements of all ranks. The 6th later became the 4th B.I.C., and was one of the two regiments which in 1922 were amalgamated as the 2nd Lancers (Gardner's Horse). In 1928, the standard, then 80 years old, was in a state of extreme dilapidation and was replaced by a new one bearing the battle honours of the amalgamated regiments. Both old and new flags are shown in Plate I. It may be noted that its dimensions are 3 feet 4 inches by 2 feet 2 inches, and that the ground-colour is orange; also that three old "Squadron Standards" of the 6th B.I.C. are in the keeping of the regiment.

The Scinde Horse (14th P.W.O. Cavalry) captured at Meanee a flag described as "the enemy's principal standard," dark green in colour, "Nusseer Khan's own standard, with his name written on it. On the top is a silver hand, with signet ring on one finger." By order of the Government of India, this standard was formally presented to the regiment by Sir Charles

Napier, and at the same time (13th March, 1843) the Governor-General gave directions that "other standards of the colours of the Military Ribbon of India," inscribed with the words "Hyderabad, 1843," in the Persian, English, and Hindi languages, should be prepared for the Scinde Horse.

In addition to this captured standard, the regiment also carries an Honorary Standard granted for service in Sind, which bears the device of a native horseman with a lance; and possesses four old "Squadron Standards" (dark green in colour) of the 1st S.I.H., as well as some pre-Mutiny standards of the 2nd S.I.H.

The 16th Light Cavalry is perhaps unique in bearing a battle-honour in respect of an engagement which it fought before it came into the English service—that of "Sholinghur" (27th August, 1781). It was not received into the H.E.I.C.'s service until April, 1784. It now carries, by authority, two standards presented to it by H.R.H. the Prince of Wales at Rawalpindi in March, 1922. These replaced a pair of standards whose history is to some extent obscure. Later in 1922, the old flags were deposited in St. George's Cathedral at Madras, where they now are. In design, both old and new standards correspond exactly with the Second and Third Standards laid down for the Madras Cavalry in 1840, with the exception that they are smaller, being 3 feet 2 inches by 1 foot 7 inches instead of 3 feet 5 inches by 2 feet 3 inches. The difference cannot be ascribed merely to shrinkage; it would seem, rather, that they were originally of Bengal size, 3 feet 2 inches by 1 foot 10½ inches. The present writer is not in a position to explain this point; nor can he say why, when standards were abolished in 1869, the regiment continued to carry them. In themselves, however, they are of interest as being the only standards now in use which are of the old regulation design.

The Poona Horse (17th Q.V.O. Cavalry) carries a standard (Plate II*) which is surmounted by a silver hand bearing an inscription translated as "The Hand of God is above all

* From a photograph by Messrs. Holmes of Peshawar, on a colour-correct plate.



Plate II. Standard of the Poona Horse, (17th Q.V.O. Cavalry).

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things," and a date corresponding with A.D. 1066. This hand originally belonged to a flag of the 1st Khusgai Regiment of Kars, which was taken by the Poona Horse at the battle of Khushab (7th February, 1857). By General Orders of 18th May, 1859, the regiment was permitted to bear this hand on its standard, in recognition of its services on that occasion. This honour was officially continued to the combined regiment in 1922. The standard, as illustrated, does not bear the Great War battle-honours, which have not yet been added.

Space does not permit of extended notice of obsolete standards. A few facts may, however, be recorded. The cavalry of the Hyderabad Contingent (whose chief representative to-day is the Royal Deccan Horse) formerly carried "Squadron Standards," with "Allah Ho Akbar" in gold in the centre, within a wreath of laurels, and the number of the regiment in English and Urdu numerals. The flags of the 1st and 4th Regiments were green, and of the 3rd red. Three standards of the 1st Cavalry are now in the possession of the Royal Deccan Horse, and the 8th K.G.O. Light Cavalry have two of the 4th Cavalry, H.C.

THE CAVALRY JOURNAL for July, 1914, contained a picture of two standards of the old 7th Bengal Light Cavalry which are now in the possession of Major S. G. Everitt. The third squadron standard of the 5th Bengal Light Cavalry, which also ceased to exist in the Mutiny, is now displayed in the Museum of the Indian Army Ordnance Corps at Fort William, Calcutta. It is apparently non-regulation, as it has a wreath of laurels instead of the "Union" wreath of roses, thistles and shamrocks. The Royal or first standard of the 10th Bengal Light Cavalry is now in Ferozepore Arsenal, together with other colours of Bengal Army units which mutined or were disbanded.

The writer wishes to express his gratitude to those, in most cases the Commanding Officers of the regiments concerned, who have furnished information; and would be particularly glad of details of any Indian Army flags, cavalry or infantry, in private hands.

MARSHAL MORTIER AND THE CAVALRY ARM.

By PERCY CROSS STANDING.

It has been cheaply said of Eduoard Adolph Casimir Joseph Mortier that, having failed to blow up the Kremlin, he lived to be blown up himself. This cynical reference is to Marshal Mortier's lamented death, long years after his term of active service had ceased, in the bomb explosion projected and carried out by Fieschi against the life of King Louis Philippe. Mortier was of somewhat superior origin to that of most of the men destined to act as his colleagues on the battlefield. His father, Antoine Charles Joseph Mortier, a Deputy to the States-General, resided at Cateau-Cambresis, where the future Marshal of France was born on 13th March, 1768. Eduoard, after a course of study at the Irish College of Douai, was to be trained for a commercial career, but to this proposal he strongly objected. That his objections were not overruled is evidenced, inasmuch as we find him blossoming forth, in the first instance, as *sous-lieutenant* in a cavalry regiment, of carbineers to be exact.

A little later, however, when the tocsin called Republican France to arms, he was transferred to a lieutenancy in the 1st Battalion of the Volunteers of his Department (the Northern). With such graces, as well as such marked ability for soldiering, was young Mortier considered by his comrades to be endowed, that by acclamation—such a procedure was, of course, simply a product of those revolutionary times—they “elected” him a captain. And very quickly thereafter was he smelling powder and confirming his promotion, having



ADOLPHE ÉDOUARD MORTIER, DUKE OF TREVISO

From an Engraving after the Painting by Larivière

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a horse killed under him at the combat of Quievrain. His first serious wounding—he was destined to enjoy the reputation of being the most frequently wounded among Napoleon's twenty-six Marshals—took place at Maubeuge, where by an odd coincidence he was to meet with an accident many years subsequently. Here he received a severe gunshot wound on 16th October, 1793; but the casualty did not prevent him from playing a handsome part in most of the heavy fighting in the Low Countries, both under Kléber and Lefebvre. Leading up to the first-named general's capture of Frankfort, great mobility of movement and rapid initiative on the part of Colonel Mortier led to the capture of some 2,000 Austrian prisoners near Friedberg. Following brilliant personal conduct at the affair of Hirscheid, he was placed in command of the cavalry.

It is remarkable to find him, after the peace of Campo Formio, declining a promotion to the grade of General of Brigade and accepting, instead, the command of a regiment of cavalry, the 23rd. But there may have been some special reason for this on the part of Mortier, who may well have been attracted by the dash and *verve* of a cavalryman's life under the Republic.

Nevertheless, the opening of 1799 found him in acceptance of the rank he had previously declined, and commanding the advance-posts of the Army of the Danube, after which he passed under Masséna's command and distinguished himself in the campaign of Zurich. When Napoleon became First Consul, Mortier was commanding the 15th and 16th Military Divisions at Paris, but at a comparatively early stage the great man despatched him with a powerful force to effect the subjugation of Hanover. In this he was completely successful, making a particularly skilful use of the cavalry contingent allotted him. Having made himself master of Hamburg and Bremen, closed those ports to British merchandise, and exacted large war contributions from the unfortunate citizens, the First Consul paid him the compliment of thanking him in the form of a public commendation and of appointing him one of the heads of the

Consular Guard—the band of picked veterans whose duty it was to look after the personal safety of Napoleon.

Now came the Empire. His Marshal's bâton was handed to Mortier in 1804, and he subsequently took the title of Duke of Tréviso (derived from the place where an armistice was signed after Hohenlinden, in January, 1801). The division which he commanded suffered a serious reverse during the prelude to the campaign of Austerlitz. He had only 4,000 men, with the merest handful of mounted troops, and an exposed position which he occupied at Durrenstein, on the left bank of the Danube, was temporarily left entirely unsupported from headquarters. While in this awkward predicament, his 4,000 were caught by the whole army of the Russian General Kutusoff, and after desperate fighting were practically wiped out of existence, Mortier himself escaping with difficulty. He was in no way to blame, the fault being Napoleon's for having left him isolated.

In the crisis of this desperate combat of Durrenstein, as it is called in Napoleonic annals, Mortier played the part of a leader of horse, gallantly charging at the head of the meagre cavalry of his command. In this close hand-to-hand fighting, he survived more than one narrow escape and had a horse shot under him. At one moment he was advised to save himself by crossing the Danube by boat and so deserting that stricken field. "No!" was the General's rejoinder to this suggestion. "Leave that resource for our wounded. A General who has the happiness to command such troops as these should deem himself happy in sharing their perils. Let us close up and make a last effort." By the time that effort had been made and Dupont's division had arrived to the rescue, Mortier had lost 3,000 of his 4,000 devoted troops, in addition to three eagles.

Mortier was a particularly tall man, from which circumstance the Emperor used playfully to style him "'long' Mortier."

When he attacked Prussia in the ensuing year, Napoleon detached the corps commanded by Marshal Mortier as soon as the Grand Army crossed the Rhine, and directed him to

invade the Electorate of Hesse. Accordingly, Mortier first occupied Mainz and then, pursuant to his instructions, took prisoner the Elector of Hesse-Cassel and had him interned in Metz, this high-handed proceeding being followed by the laconic announcement that "the House of Hesse has ceased to reign."

Mortier's cavalry occupied Hamburg (for the second time in three years) on 19th November, 1806. De Bourrienne, who was in that city at the time, states that he endeavoured to prevent the occupation, believing that it would lead to bloodshed. It was carried out quite peaceably, however, and the Marshal and his staff became the guests of De Bourrienne, who appears to have liked him personally. He says: "Marshal Mortier had to make very rigorous exactions, but my representations suspended for a while Napoleon's orders for taking possession of the Bank of Hamburg. I am here bound to bear testimony to the Marshal's honourable principles and integrity of character." Under the Decree of Berlin, Mortier was to have compelled the seizure of all English merchandise in the Hanse towns, but he behaved so tactfully and mercifully as to please all parties, while at the same time conveying to the Emperor the sense that he was carrying out orders.

A brigade of splendid cavalry and the infantry divisions of Dupas and Granjean made up the 8th Corps when Mortier was detached with it from Hamburg towards the close of 1806, on Napoleon attacking Russia. He was speedily despatched into Swedish Pomerania, where for two months (February—March, 1807) he rigidly blockaded Stralsund. Being then ordered to lay siege to Colberg, he left only a single division in front of Stralsund, which was attacked and roughly handled by the Swedes under General Essen before the Marshal could get back to its relief. As soon as he did so, however, the Swedish general was glad to treat, and the terms of an armistice concluded shortly afterwards enabled Mortier to carry his corps over to the Lower Vistula, there to assist the Emperor in the sanguinary battles of Heilsberg and Friedland. In the close and bloody fighting that distinguished the latter desperate

encounter Mortier's corps operated in conjunction with that of Lannes. The Marshal here received another of his numerous wounds, but, regardless of this, he pushed on at the head of his column in the midst of a horrible carnage, and the field was won in a succession of grim bayonet and cavalry charges. Napoleon was much pleased with the conduct of Mortier in this battle, and notably with his handling of the cavalry of the 8th Corps.

Drafted next into Spain, he commanded the 5th Corps at the siege of Saragossa and was associated with Soult in the subsequent attacks on Badajoz. But his Spanish war services do not call for much comment, save that he was the recipient of at least two more wounds—Mortier was always in the midst of his men, who reposed the utmost confidence in his leadership, and from first to last he is said to have sustained *twenty-three wounds* in the Imperial service.

For the campaign of 1812 he received command of the Young Guard. Splendid and heroic were the services he performed during that terrible time. After arrival at Moscow, Napoleon still found himself with 100,000 men and most of his artillery intact. For five weeks he remained idle in the Holy City while his enemies were gathering thickly about him. At long last the retreat was ordered, and Mortier, who was Governor of Moscow and had control of the rear-guard, received instructions to blow up the Kremlin. Accordingly, after the army had moved off a dull, rumbling explosion was heard, but the attempt to destroy the Kremlin had failed and had "served no purpose except to exhibit the thirst for revenge of a savage nature brought to bay" (Sloane). At this time Mortier could still count on 8,000 of the Young Guard in rank. He rejoined headquarters on 27th October, and the horrors of the retreat became intensified. At Krasnoi a desperate attempt was made to check the Russian pursuit. General Laborde (who had been with Junot in Portugal) was one of Mortier's officers, and the Marshal gave him orders at Krasnoi to "retreat slowly." Turning to his men, Laborde coolly gave this direction: "The Marshal has ordered us to retire slowly,

so march on, soldiers, ordinary step!" Alas, their "ordinary step" developed into a terrible rout, and it is astonishing that Marshal Mortier survived the campaign of Russia.

It is on record that the Marshal's grief and rage were terrible at the wastage of horses in that grim campaign. Needless to say, he, like the rest of his coadjutors, speedily found himself with all his cavalry dismounted; those horses which had not foundered, or been killed in battle, or perished of starvation, had been eaten for food by the equally starving soldiery. . . . It is also noteworthy that, on taking leave of Mortier at the Kremlin, Napoleon never expected to see him again. "I rely upon your good fortune," quoth the Emperor, "but still, in war, we must sometimes make part of a fire." He was already ten leagues distant when he heard the detonation of Mortier's 183,000 pounds of gunpowder, which, however, only partially wrecked the Kremlin.

After Russia, the Marshal passed a considerable time in the work of reorganizing the Young Guard, and particularly his cavalry contingent, at Frankfort-on-the-Oder, so as to be in readiness for the spring campaign of the following year. In the crisis of the battle of Dresden, Mortier with two divisions of the Guard operated on the French left and Ney, with another two divisions, on the right. General Russell has penned an imposing picture of this advance of Mortier's Guard against the Austro-Prussian army. "The Allies were surging up to the old walls, driving the 14th Corps, still sternly fighting, before them. No thought had they but to sweep victorious over the frail battlements into Dresden, and, shouting 'To Paris!' as their war-cry, their order was relaxed in the expectation that no further resistance would be met. Suddenly the gates opened, and the stately battalions of the Guard appeared in battle array. It was like the apparition of Medusa's head. Startled into sudden discomfiture, the Allies fell back before the charge of the sortie which now issued from every gate of the city. They were driven out of the redoubt which they had taken earlier in the day . . . In the fighting of that one day, Prince Schwartzemberg, while

gaining no foot of ground, had lost 5,000 killed and wounded and nearly 3,000 prisoners."

Mortier managed to get the remnants of the Guard across the river at Leipzig as he had got them over the Beresina in the year before, and soon thereafter he found himself in the centre of the fire-zone created by Napoleon's titanic efforts to beat back the invading foe throughout the winter of 1813-14. It generally fell to his lot, during this intensely interesting "campaign of France" of 1814, to co-operate with the troops under Marshal Marmont, and at one time it was reported that their two united army corps did not amount to 12,000 troops! It was Mortier who placed General Moreau (not the hero of Hohenlinden, but a lesser light) in command of Soissons, which he surrendered with its entire garrison—not, apparently, an act of treachery, but of the most ineffable weakness. "It is not too much to say," writes Lord Wolseley, "that Napoleon's star set when Soissons surrendered."*

It is a commonplace that Napoleon was the inventor of strategic cavalry as properly understood, and Mortier was one of his principal exemplars in the use of this attenuated branch of the service in the Campaign of France. But, under the terms of the convention with the Allied Powers, Mortier's command ceased to carry on hostilities after 30th-31st March, 1814. The Emperor was at first furious with him, but it is impossible to question the Marshal's personal sincerity and devotion to his master. Nevertheless, he gave in his adhesion to Louis XVIII on 8th April, and was subsequently created a Peer of France and Chevalier of St. Louis. On the return from Elba in the following spring, he at first appeared unwilling to return to his former allegiance; indeed, it was thanks partially to his efforts that the army remained quiet until after the actual landing of Napoleon. The latter now sent secretly to Mortier—who, with the Duc d'Orléans, was holding the fortress of Lille—urging him to return to his old employer, and desiring him to superintend the removal of the Bourbon King and his family from France. This Mortier did

* Decline and Fall of Napoleon.

(April, 1815) quite as if he were performing an act of duty to the Bourbons; but immediately afterwards he matured his plans for rejoining Napoleon, who designated him for the command of the cavalry of the Imperial Guard (8th June, 1815). As luck would have it, however, the Marshal fell ill *en route*, being attacked by sciatica at Maubeuge—the very place where he had been wounded twenty-two years before. The consequence was that he was not able to join the Emperor at all.

Certain it was that, had he been present at Waterloo, he would not have permitted Marshal Ney to make so reckless a misuse of the cavalry of the Guard, expending it in charge after charge against the unpierceable English squares. Thiers is among the authorities who have insisted upon this point.

Mortier's position necessarily became somewhat equivocal after Napoleon's second downfall, but his name was not proscribed. It was, indeed, his praiseworthy refusal to consent to the trial of Ney (claiming, as Marshal Masséna did, that the tribunal had no jurisdiction) which led to his being temporarily struck off the roll of Peers. Four years after Waterloo he was restored to his dignities and honours, and under Louis Philippe he served as Ambassador to Russia—where he had twice previously gone as one of the leaders of an invading army—and as Minister of War and President of the Council. So that his declining years were by no means passed in the idleness of unemployment. It is also good to know that while War Minister he was able to introduce certain improvements in the *personnel* of the cavalry arm, especially in the direction of equipment and armament.

The tragic end of the Marshal Duc de Trévise may be briefly recalled. On 28th July, 1835, King Louis Philippe reviewed the National Guard of Paris, and the assassin, Fieschi, seized that golden opportunity for the explosion of his infernal machine. The aged Marshal had been begged, both by members of his family and other friends, not to be present on the occasion, rumours of an assassination plot having been bruited abroad. But Mortier was not to be turned from the

fulfilment of his duty, and of the eleven persons killed and twenty-two maimed by this fiendish outrage, he was the most eminent in the former category, King Louis himself (by the side of whose carriage the Marshal-Duke was riding) escaping uninjured. Mortier expired on the spot. His remains were interred with great pomp in the Church of the Invalides, and his funeral elegy—a most polished and literary piece of oratory—was pronounced in the Chamber of Peers by the Comte Cafarelli. At his birthplace, Cateau-Cambresis, Marshal Mortier is represented by a fine statue suitably inscribed. The best balanced English account of his fighting services that I have been privileged to consult occurs in Professor Holland Rose's *Napoleon I.*

With all due deference to the opinion of a Napoleonic authority (Mr. F. Loraine Petre) that Mortier was “a General of average capacity, good enough for the command of a corps but hardly suited for independent command of an army,” I find that he carried out with consummate skill those operations in which he sometimes had to act independently. With regard to his skilful use of masses of cavalry in conformity with the conditions to be faced, Napoleon on numerous occasions bore witness to his lieutenant's fine handling of the *arme blanche*.



THE OPERATIONS OF THE 3rd (FRENCH) CAVALRY DIVISION IN AUGUST—OCTOBER, 1914

Epitomised from an article by Commandant
Trinquand in the *Revue de Cavalerie* for November—
December, 1926, entitled *L'Usure de la Cavalerie
Francaise en 1914, d'après l'exemple de la 3eme
Division de Cavalerie.*

By H. C. W.

At the end of July, 1914, the 3rd Cavalry Division, commanded by General Dor de Lastours, had just arrived in camp at Sissonne for ten days' training, and was at the time composed of the following units:—

A Light Cavalry Brigade containing the 3rd & 8th Hussars.		
A Brigade of Dragoons	„	5th & 21st Dragoons.
A Cuirassier Brigade	„	4th & 9th Cuirassiers.
A Cyclist Battalion	„	400 men from the 18th Chasseurs.

Three Horse Artillery Batteries from the 42nd Regiment of Artillery.

These units were drawn from the garrisons of Senlis, Meaux, Compiègne, Noyon, Cambrai and Sissonne, and, when mobilization orders were received on the 31st July, all were in complete readiness for war; the commissioned officers belonged, practically without exception, to the Regular Army; the non-commissioned officers were nearly all long-service men, not more than two per troop belonging to the Reserve; while nearly all the other ranks were just completing their period of Army service, and among these were also a certain percentage of

re-engaged men. Of the horses—thirty-six per troop, including officers' chargers—a large proportion were seven-year olds, with probably an average of six six-year olds and three five-year olds per troop, and it had not been found necessary to requisition any troop horses to make up war-establishment, such requisitions having been confined to draught-horses only. The artillery and cyclists were in an equally efficient state, despite the fact that many of the cyclists had not been trained with the cyclist groups, the creation of which was comparatively a recent matter.

On orders being received the Division proceeded by train to the vicinity of Aubenton, between Hirson and Charleville, where concentration was completed by the 2nd August, the Division forming part of General Sordet's Cavalry Corps containing the 1st, 3rd, and 5th Divisions, to be employed in covering the concentration of the Allied Armies. On the 5th the 3rd Division moved forward in an easterly direction, charged with the mission of "clearing up the situation on the eastern frontier, checking the advance of the German columns and dispersing any hostile mounted forces."

During the fourteen days which followed, the Cavalry Corps was engaged in the movements required by these operations; the 3rd Division crossed the frontier into Belgium on the 6th at Bouillon and moved, on the left of the Corps, in the direction of Liège, the suburbs of which city were reached on the night of the 8th; and here the 3rd Division came in touch with certain bodies of German troops employed in covering the advance of the main body detailed for the attack on the city. General Sordet, considering it too late to attempt anything of a useful character, now fell back again towards Modave-Vyle et Tharoul, where the regiments bivouacked after a very trying day, the distance covered having been considerable and the heat excessive, while opportunities for feeding and watering had been but few.

Information of a very varying nature came in to the Cavalry Corps Headquarters, and on the 10th the 3rd Division took up a position about Beauraing-Vonèche, whence Sordet hoped to

be able to act against the enemy, whether he moved north to the Meuse, south in the direction of Neufchateau or to the east towards La Roche. On the 11th, hostile forces being reported about Neufchateau, the 3rd Cavalry Division marched south, but discovered no signs of any large enemy body ; next day there were rumours of considerable hostile activity on the River Lesse, between Tellin and Rochefort, upon which the Cavalry Corps again moved north back to Vonèche, remaining in this neighbourhood until the 14th August, on which day strong German forces were said to be to the north of the Lesse, probably marching on Dinant, and the 1st Division, supported by the 3rd, was ordered to operate in the direction of Mont Gauthier. But, while contact was established with the enemy, the French cavalry was unable to develop its full strength by reason of the difficulties of the terrain, increased as these were by the many obstacles—abattis, wire, etc.—put down by the Belgians to delay the advance of the invaders.

Intelligence from G.H.Q. now conveyed to General Sordet some anxiety as to the outcome of the military situation on the right bank of the Meuse, and that General decided to spend the 15th August on the left bank, whereupon the 3rd Division, which had been held in readiness to fight on the north of the Lesse, now crossed the Meuse on the 15th at Hastières and established itself for the night at Laneffe. From this date the Cavalry Corps was attached to the Fifth Army, being entrusted with the double mission of maintaining connection to the north of the Sambre with the Belgian forces holding the lines of the Gette, and of observing the movements of such German bodies as had passed the Meuse.

By the evening of the 17th the Corps was about Ligny-Fleurus, with reconnoitring parties out to the north-east beyond Gembloux ; but next day G.H.Q., considering it of the first importance that some offensive operation should be initiated in the interests of Belgian *morale*, Sordet determined to make an attack upon a large body of German cavalry, probably supported by infantry, about Perwez-Ramillies-Offus. An action of a more or less serious character resulted

in which the 3rd Division became engaged on the 19th about Orbais-Thoremabais, and General Sordet, having caused the enemy to deploy superior strength and having inflicted considerable loss upon him, broke off the action and withdrew his divisions to the south-east. On the night of the 19th the 3rd Division reached Fleurus, having been followed up by the enemy who came to a halt on the Namur-Brussels railway in touch with the French cavalry outposts.

The 20th August saw the opening of the battle of Charleroi, on which date General Sordet withdrew his corps from the front of the Fifth Army, and established himself on its left in rear of the Charleroi-Pont-à-Celles Canal, the 3rd Division being about Courcelles, where, on the 21st, the Division was turned out to defend the line of the Canal, its outposts having been there attacked. Finding its left outflanked, it withdrew southwards towards Trazegnies, linking on about Binche with a brigade of British cavalry.* During the night, however, the whole of the Cavalry Corps fell back, supported by the 11th Infantry Brigade of the Fifth Army, and by 4 a.m. on the 21st had arrived near Merbes le Château.

On the 22nd, the Germans attacking heavily all along the line, the cavalry fell back behind the line of the Sambre, held on there during the greater part of the 23rd and then again withdrew, the 3rd Division to Boussières, where about 2 p.m. on the 24th General Sordet received orders from General Joffre to protect the western flank of the British Army. The whole of the 24th and 25th August were taken up in transferring the Cavalry Corps to this flank, and by the latter date it was near Bazuel, near Le Cateau; but early in the afternoon, at the request of Field-Marshal French, it moved to Walincourt, south-east of Cambrai, having accomplished in this movement a march of seventy kilometres.

On the 26th the British Army was heavily attacked at Le Cateau and fell back fighting, the French cavalry being asked to cover its retirement to the north and west. Having crossed to the left bank of the Scheldt at Gonnellieu, the Cavalry Corps

* This appears to have been the 5th Brigade.

passed to the right bank again at Crèvecour, Masnières and Marcoing, and then moved against the German flank near Séravillers, the 3rd Division being in the centre. The German columns had to make front to the flank to meet this threat by the cavalry, thereby relinquishing for a time their pressure on the British left, which was thus enabled to slip away and avoid the encirclement by which it was menaced.

Re-crossing the Scheldt, the cavalry fell back on Peronne, uninterfered with by the enemy, and the 3rd Division spent the night about Lieramont-Nurlu.

Still fighting in retreat, Sordet's Corps was on the 27th to the south of the Somme about Estrées, while on the following day, having been reinforced by four battalions of Chasseurs Alpins, sent up in motor-lorries, General Sordet was on the point of moving against the enemy columns which, towards St. Quentin, were threatening the British rear-guards, when an order was received from General Joffre directing the cavalry to act with General d'Amade's 61st and 62nd Reserve Divisions, then in action to the south of Bapaume. Arrangements had been made to carry out these orders, the Chasseurs holding the passages of the Somme, but the fighting about Bapaume now ceased with the retreat of d'Amade's divisions and the appearance of fresh enemy columns, reported as moving towards the Somme on Peronne, Bouvincourt and Tertry. These were engaged by the cavalry divisions and a very violent combat raged until 10 p.m., when the Cavalry Corps managed to disengage, and, marching all night, halted near Roye.

From the 29th August to the 10th September Sordet's men were engaged in covering the movements of the Sixth Army and in the operations of the battle of the Ourcq; but the Cavalry Corps was by this so greatly exhausted that it was possible to form one provisional division only out of the three, taking a made-up squadron of the freshest horses from each regiment, one battery from each artillery group, and all the cyclists; this division was now placed under the command of General de Cornulier-Lucinières, and to its composition the 3rd Division contributed six squadrons, one battery and all its

cyclists. Up to the 1st September the cavalry moved on the eastern flank of the Sixth Army (Maunoury), maintaining connection with the British forces, and on this day was heavily engaged about Verberie; but by the 4th General Sordet was again in a position to concentrate all the units of his corps, and effect its reorganization to the south of the Seine about Longjumeau-Brunoy.

On the evening of the 5th General Sordet was informed that the allies were about to resume the offensive, and that the Cavalry Corps was to rejoin the Sixth Army at the earliest possible moment to the north-east of Paris; and from Maunoury orders were received to move to the east of Nanteuil-le-Haudoin and protect the left of the Sixth Army which intended crossing the Ourcq on the 6th. The Corps accordingly moved forward by road and rail and on the 7th the 5th Division became seriously engaged about Betz, when the other two divisions reinforcing about noon, the whole Corps was fighting throughout the day along the front Betz-Cuvergnon, and to the north-east of the latter town. Leaving certain bodies in touch with the German forces, the bulk of the Corps withdrew and bivouacked for the night to the north of Nanteuil-le-Haudoin, for it was impossible to water the horses where the action had taken place, and some of these—those of the 3rd Division among them—had covered 100 kilometres since the previous evening. Fighting recommenced on the 8th and continued during the two following days, on the 10th the Germans finally retreating, and the 3rd Division bivouacked near Ermenonville. Ere this General Sordet had resigned the command of the Cavalry Corps to General Bridoux.

There now commenced the following-up of the enemy and what is known as "the Race to the Sea"; but from the evening of the 11th the 3rd Division appears to have acted independently of the Cavalry Corps, and, moving north by Roye, Rozières en Santerre, Arras, Vimy, Lens, La Bassée, Laventie and Fromelles, was almost daily in action, and was actually fighting at Fromelles on the 3rd October—the date

when this brief record closes—as the British and Indian corps arrived upon the scene.

From the 11th September to the 20th October the 3rd Division had no single day's rest ; not a day passed without the horses being under saddle, covering daily many kilometres, sometimes more and sometimes less, but never negligible as regards actual distance traversed. It was not until the 20th October that for three days it was possible to leave the horses unsaddled in rear of the continuous front about Laventie, while the men of the squadrons were fighting on foot at Fromelles.

Commandant Trinquant follows up his account of the operations of the 3rd Cavalry Division by an entirely non-critical *résumé* of the tactics employed by this particular division, which were identical with those used by other mounted divisions of the French army. From the 5th to the 19th August the operations were conducted in accordance with the ideas embodied in the latest French text book on "Cavalry Training." The rôle of the Corps and Division was not merely to reconnoitre, but, where met, to destroy the opposing enemy cavalry, and this end was to be gained by shock action, to ensure which the divisions marched *aussi rassemblées que possible*. These intentions were, however, frustrated by the fact that the German cavalry did not act similarly, and consequently the French Cavalry Corps met no large enemy mounted bodies, and while there were many encounters of squadrons and troops, in which the French usually came off the best, the 3rd Cavalry Division found itself condemned to very long and trying marches only.

Later the earlier tactics underwent a change and in the almost daily actions which thenceforth occurred, whether in the retreat or subsequent advance, the following procedure was followed. The action usually began by the batteries opening on the German columns, followed by local dismounted fights, defensive or offensive, by the cyclists only as a rule. Dismounted action by the *cavalry* was looked upon as something of a wholly exceptional and fleeting character ; there was a disinclination, fostered indeed by the regulations, to separate the man from the horse, while the cavalryman had no infantry

weapon corresponding to the bayonet and was but poorly supplied with cartridges for his firearm. Again the divisional and corps commanders, ever looking for an opportunity of engaging the enemy mounted, invariably held back a large mounted reserve at their disposal.

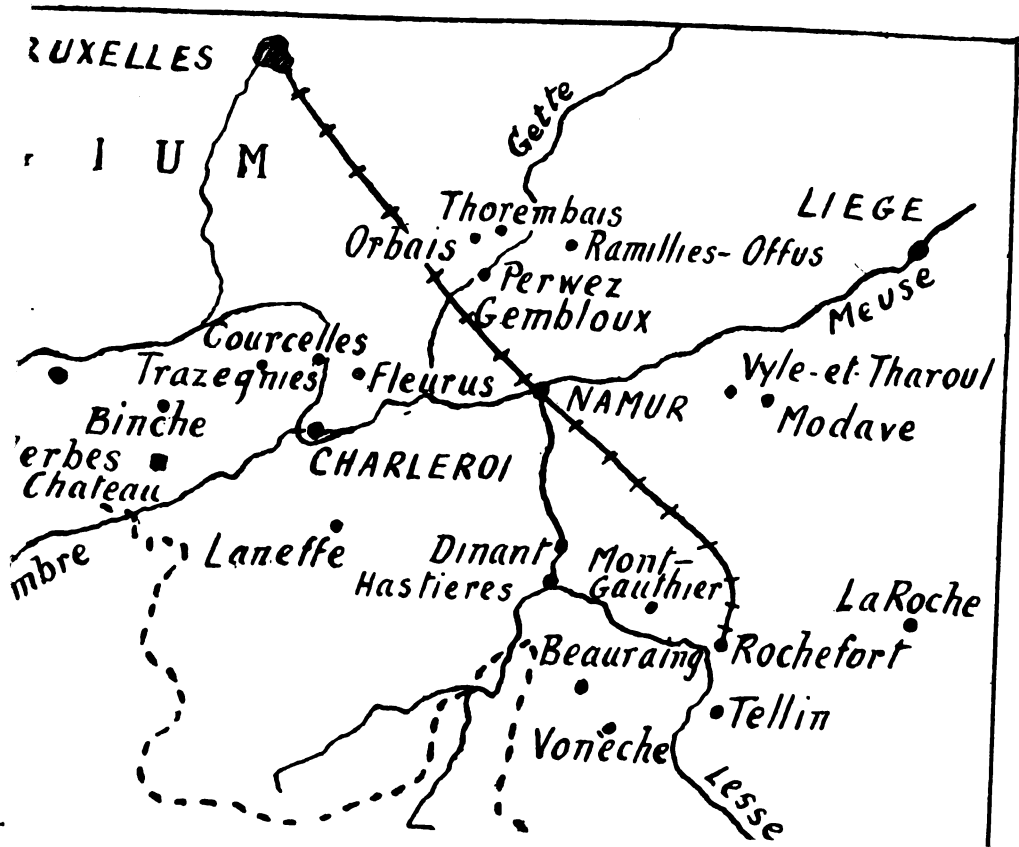
Then, as the night drew on the action was always broken off, since it was necessary to fall back, both for security and to feed and water the horses; and in this way much ground was covered and re-covered unnecessarily in marching back to the bivouac in the rear and in moving forward again to seek the enemy in the morning. The security and rest thus sought were, however, discounted by the time lost while marching and counter-marching.

It was not until after the Battle of the Ourcq that dismounted action by the cavalry became general; and about the 20th September at Santerre whole regiments fought dismounted for many hours at a time; the horses remained very much further in rear and shock action fell more and more into the background. By October there had ceased to be any question of mounted action, and men were often seen dismounted carrying sword or lance in default of the bayonet, which they did not possess and the want of which was much felt. By this time too the horses were incapable of raising a charge, while the nature of the country—the mining districts about Arras and the southern Flanders country—small fields divided by hedges and ditches—was quite unsuited for mounted action.

After the 20th October the cavalryman fought like his infantry comrade, while the horses remained under cover five kilometres in the rear.

The author now gives us some details of the wastage and its main causes.

On mobilization the troop had an effective strength of thirty-six mounted men, including officers; at the end of October the effectives totalled one troop leader and fifteen other ranks mounted, and this diminution in strength was *despite* the reinforcements in men and horses which had reached the divisions in the field.



The horses received were, moreover, very indifferent in quality and stamina, and few of them remained in the ranks longer than ten days at most before they fell out ; and while a troop had received possibly twelve of these remounts, not more than one or two per troop at most remained by the 24th October. So that, having had thirty-six horses per troop on the outbreak of war, and having thereafter received twelve remounts—making forty-eight horses in all, the troop contained no more than sixteen horses by the 24th October, having thus lost thirty horses—practically its effective strength on mobilization. The average loss by enemy action rarely exceeded more than 5-10 per cent., while those caused by fatigue, etc., may be taken as nearer 90 per cent.

From the foregoing it is clear that the 3rd Cavalry Division, in spite of its reinforcements, had seen its effective strength reduced by the middle of October to two-fifths of what it was on mobilization, and this reduction or wastage was due to causes other than those resulting from enemy action.



SPORTING NOTES FROM AUSTRALIA

STREPHON.

AUSTRALIA is about to make an attempt to capture some of the distance races in England with a horse called Strephon.

He is a chestnut colt foaled in August, 1925, bred by Mr. P. Brown, of Whittingham, near Singleton, N.S.W., and is by Saltash (imp) from Soldier's Love. Saltash is a brother to Buchan, being by Sunstar, his dam Hamoaze by Torpoint from Maid of the Mist by Cyllene from Sceptre by Persimmon from Ornament by Bend Or from Lily Agnes by Macaroni. He was bred in England in 1920 and imported to N.S.W. by Mr. P. Miller in 1924.

Soldier's Love, a good winner in her racing days, was a bay mare bred in New Zealand in 1918, and was by Martian, her dam Lichen (imp) by Cock-a-hoop from Herb of Grace by Spearmint from May Race by Melanion.

Strephon ran twice unplaced as a two year old, but his form as a three year old was remarkable. It is as follows:—

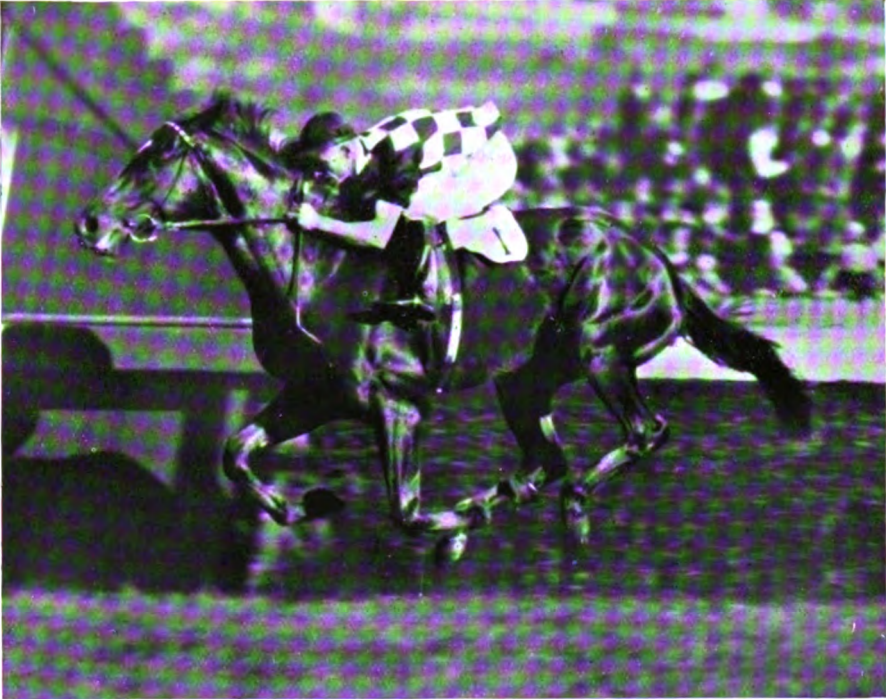
VICTORIA.

Sept. 1928	Aspendale Park	7 furlongs, handicap	Won
Oct. 1928	V.R.C. Stand Handicap	1½ miles, weight for age	Won
Oct. 1928	V.A.T.C. Herbert Power Stakes.	1 mile 3 furlongs, weight for age.	Won
Nov. 1928	V.R.C. Derby	1½ miles	Won
Nov. 1928	V.R.C. Melbourne Cup	2 miles, handicap	2nd
Feb. 1929	V.R.C. St. Leger	1½ miles	Won
Feb. 1929	V.R.C. Governor's Plate	1½ miles, weight for age	Won
Feb. 1929	V.R.C. King's Plate	2 miles, weight for age	Won

NEW SOUTH WALES.

Mar. 1929	A.J.C. Chipping Norton	1 mile, 1 furlong, weight for age.	Won
	Warwick Farm. Stakes.		
Apr. 1929	A.J.C. St. Leger	1½ miles	Won
Apr. 1929	A.J.C. Cumberland Stakes	1½ miles, weight for age	Won
Apr. 1929	A.J.C. Plate	2½ miles, weight for age.	Won

Many good judges are of opinion that he was very unlucky to be beaten in the Melbourne Cup. His training was for the



STREPHON WINNING THE A.J.C. ST. LEGER. J. Pike up



**STREPHON RETURNING TO SCALE AFTER WINNING THE
A.J.C. ST. LEGER. J. Pike up**

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Derby of $1\frac{1}{2}$ miles three days before the Cup, and it is doubtful whether it was sufficiently searching for the two mile race. With a lighter weight than he carried in the Derby he was without the services of J. Pike and was ridden by an apprentice. Owing to the big field and the danger of being shut in he was taken to the front and made the pace for practically the whole journey only to be beaten by the equal favourite Statesman, who finished too well for him.

Strephon was bought by Mr. Sol Green as a yearling for 550 guineas and he has won £19,284 in stakes. Mr. Green shipped him in May to the South of France, there to acclimatise in preparation for the 1930 racing season in England. If Strephon reproduces his Australian form he should be worth watching, and it is believed that his owner has an eye for the Ascot Gold Cup.

Strephon is one of those gallopers who lift all four feet very clearly from the ground at the same time, a characteristic exhibited by Beaufort and a number of other outstanding Australasian performers. In most of his Australian races he was not fully extended, and yet won a number of them by ridiculous margins of up to fifteen lengths.

POLO IN NEW SOUTH WALES.

Polo is played throughout Australia but it is more widespread in New South Wales than in any of the other states. Tournaments are held annually at a number of country centres, those at Goulburn, Young, Forbes, Narromine and Gilgandra being notable, while an attempt is being made to increase the importance of the one held at Canberra the Federal Capital. The great polo event of the year is, however, the Sydney tournament extending over a period of about ten days. Polo in New South Wales is a winter game and the Sydney tournament takes place at the end of June and the beginning of July. For some years past it has been held on Kensington Racecourse, an area situated about three miles from the city and normally devoted to pony racing. The New South Wales Association has for some time been endeavouring to obtain a ground of its own, and an area which is considered suitable has at last been discovered on the shores of

Botany Bay about five miles from the city. It is proposed to have two grounds and to erect suitable stands and club houses. The name Kyeemagh has been selected, Kyeema being an Australian aborigine name meaning "dawn," while the "gh" have been added as a compliment to Ranelagh. Endeavours are being made to have Kyeemagh ready for next year's tournament, but in the event of that not being possible Kensington Racecourse may be used for another year.

The Sydney tournament consists of three series of matches, each for a cup, and a polo pony show. The cups are the Australasian Polo Cup, the Countess of Dudley Cup and the Sir J. J. Garvan Cup. The Australasian Polo Cup is a perpetual trophy, presented in 1925, and is open to three teams from each State Association and New Zealand. There were only four entries this year—Harden, Goulburn and Inverell from New South Wales and Toowoomba from Queensland. The two outstanding teams, Harden and Goulburn, met in the first round and the former winning this match had little difficulty in the final in dealing with Inverell, the winner of the other half of the draw.

The next event was the Countess of Dudley Cup—the chief item in the programme. It is open to all clubs members of the New South Wales or any other State Associations. There were ten entries—Goulburn, Gundagai, Harden, Muswellbrook, Old Tamarang, Inverell, Wellington, Scone and Sydney from New South Wales, and Toowoomba from Queensland. At the last moment Wellington were unable to attend, and Scone produced a "B" team to complete the numbers. Teams were limited to sixteen ponies per team and each match consisted of seven periods of eight minutes. Harden have been the outstanding team for some years, but last year Goulburn sprang a surprise by defeating them in the final of this match. As Harden had already beaten Goulburn this year in the Australasian Polo Cup the former were expected to regain the Countess of Dudley Cup this year. The draw, however, gave them most of the stronger teams and did not permit of much recovery from the strenuous match against Goulburn in the previous week. Goulburn, on the other hand, improved with every match and in the final beat Harden by 6 goals to 2.

The Sir J. J. Garvan Cup is a handicap event open to all teams, including any ineligible to compete for the Countess of Dudley Cup and those beaten in earlier matches. Old Tamarang, handicap 6 goals, beat Scone in the final.

Polo as played in Australia differs in certain small details from the game as played in England and India. Grounds are not boarded, a whitewashed line some ten yards inside the spectators representing the boundary. Riding off has been reduced to a fine art, and is indulged in extensively, with the result that heavy men are considered to have an advantage. Most of the ponies are ridden in the popular Australian bit, the snaffle, and never having been trained to anything else seem to perform surprisingly well. The visit of a team from the British Army in India in 1928 caused attention to be given to the subject of proper biting of ponies, and controversy has raged on the subject ever since. This team proceeded to bit the ponies which were provided for them and so impressed a number of Australian teams that the latter are following suit. Many good judges consider that Goulburn's improvement is to a certain extent due to biting their ponies.

A scratch team which visited America independently last season also had a certain amount of influence on their return.

It is proposed to send a team officially from the New South Wales Polo Association to visit America next season and play a series of matches. Six players, two from Harden, three from Goulburn (including one who made the trip last season) and one from Inverell have been selected. It would be foolish to attempt a prophesy as to their chances, but they should give a good account of themselves, and should acquire much information and experience which will be of value to Australian polo. The visit of the team from the British Army in India last year, although a new departure, was most successful and a more frequent meeting with teams from England and India could not fail to be of advantage. It is only by international matches of this character that a just estimate can be made of the value of the various methods, and a proper appreciation of standards obtained.

*NOTES***REGIMENTAL ALLIANCE.**

The King has been pleased to approve of the following alliance :—

The Wellington East Coast Mounted Rifles, New Zealand Military Forces, to the 7th Queen's Own Hussars.

METHUEN CUP 1929.

Names of team and scores made by the Cavalry team at the A.R.A. Central Meeting, Bisley, in the first week of July, were as follows :—

S.S.M. Kendrick, 3rd Carabineers	...	...	165
Sgt. Lazenby, 11th Hussars, P.A.O.	...	...	145
Cpl. Howard, Queen's Bays	...	...	144
Sgt. Jones, 11th Hussars, P.A.O.	...	...	136
Captain Upton, 11th Hussars, P.A.O.	...	...	135
L/C. Phillips, 11th Hussars, P.A.O.	...	...	133
S.S.M. Scarr, 14/20th Hussars	...	...	128
Farr.-Cpl. Trowell, 14/20th Hussars	...	...	119
Total			<hr/> 1,105 <hr/>

The Cup was won by H.M.S. Excellent and the Cavalry Team was placed 10th.

The conditions on the day of the match were very difficult.

The score made by S. S. M. Kendrick tied with the highest score of the day, which was an extraordinary fine shoot.

NEW SUBSCRIBERS, 1929.

The undermentioned have become subscribers since the publication of the July number.

P.M.C., 3rd Cavalry, Indian Army.
 P.M.C., Eastern Arab Corps.
 P.M.C., Sergeants' Mess, 17th D.Y.R.C. Hussars.
 Officers' Library, 3rd Nigeria Regiment.
 Major E. C. Holland, late 6th Inniskilling Dragoons.
 Major A. J. Thompson, Royal Army Veterinary Corps.
 Captain P. C. Creagh, Royal Army Veterinary Corps.
 Captain W. R. Irvin, United States Cavalry.
 Lieut. Sir Douglas Scott, Bt. 3rd King's Hussars.
 Captain D. M. Anderson, late 3rd King's Own Hussars.
 Lieut. J. B. Chambers, 2nd Canadian Dragoons.
 Lieut. W. J. L. Lake, late 2nd Reserve Regiment (Hussars).
 Lieut. L. St. J. D. Collinson, 1st Gloucestershire Regiment.

New Subscribers	...	...	...	13
Published in July number	...	...	...	35
				—
Total 1929	...	...	...	48
				—

INTERNATIONAL HORSE SHOW, 1930.

It is notified that the Nineteenth International Horse Show will be held at Olympia, London, from Thursday, June 19th, to Saturday, June 28th (both days inclusive).

NORTHUMBERLAND HUSSARS RE-UNION.

The Northumberland Hussars Old Comrades' Association are holding their Annual Re-union Dinner in the County Hotel, Newcastle-on-Tyne, on October 5th, 1929, at 6.30 p.m. As this is a special re-union to get in touch with all ex-Members of the Northumberland Hussars, would those who have not already joined the N.H.O.C.A. please communicate direct with the "Adjutant, Northumberland Hussars, Newcastle-on-Tyne."

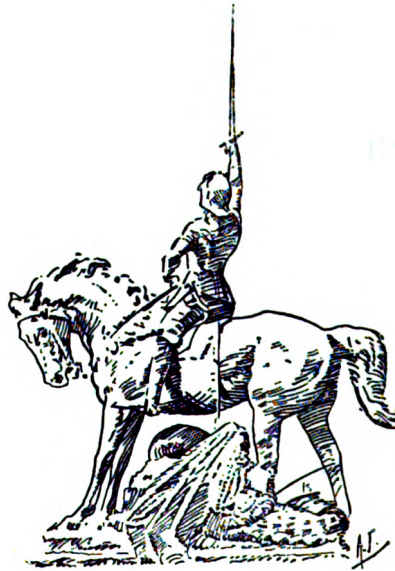
MALISE GRAHAM.

Of all the subscribers to the CAVALRY JOURNAL it is doubtful whether there is a single individual who did not know Malise Graham. Many knew him personally as one of those exceptional

characters who drew everyone towards him. Those who never had the good fortune to meet him, knew him by name and reputation. His varied military career as a leader of men, a staff officer, and finally as head of the Remount Department, proved him to be equally competent to perform any of the military duties which his various appointments entailed. It was perhaps, however, on the staff that he was the most valuable; with all the necessary attributes, loyalty, tact, keenness of perception, and thoroughness, he could tackle any situation, and was never known to let anyone down, either above or below him. In the war he held the temporary rank of Lieutenant-Colonel as G.S.O.I. of the 2nd Cavalry Division, probably the youngest officer in the Army to hold such a high appointment.

His motto was "Loyalty." Loyal to his superiors. Loyal to those who served under him, but above all, loyal to his friends. No man ever had more "friends," and it is doubtful if he had a single "enemy." Malise has gone but his spirit will remain in the Cavalry for many years to come.

T. T. P.



HOME AND DOMINION MAGAZINES

“The Fighting Forces.” July, 1929.

Of the more serious articles in this number, two on the preparatory school, and “The Production of the Requisite Naval Officer,” deal with education; two with different phases of air warfare, co-operation with armoured fighting vehicles, and the development of air fighting and weapons; and there is the usual assortment of short stories of service interest, and articles dealing with sport and post-service settlement for ex-officers. Of the purely military articles the most suggestive is one by Major Gartside, who pleads for a more systematic and helpful method of teaching minor tactics, and points out that an official book of elementary principles might well be of use as an introduction to the work in the training area, which is at present the sole means of instruction.

Two other writers give each their impressions of service in the Territorial army and during the crisis at Chanak. The editorial notes, pungent and thought-provoking as ever, deal on the military side with the newly-formed infantry machine gun companies, the armoured car tank as the most suitable “all purposes” armoured fighting vehicle for our army, regimental journals, and an assortment of anomalies and grievances from that fertile source of such things, India. The whole number is well up to the high standard expected of “The Fighting Forces.”

“Journal of the Royal Artillery.” July, 1929.

This number contains the prize winning essay in the “Duncan” Gold Medal Competition, by Major Granet, the subject being artillery training and equipment for anti-tank work, and a lecture by General Peck on “The Evolution of

Armoured Fighting Vehicles," with a number of excellent photographs of latest types. Colonel Fuller discusses at considerable length the natural history of war from the days of Greece and Rome to the present time; General Dalton describes the admirable combined operation which led to the capture of Belleisle in 1761, and two articles on the battles of Tannenberg and the Masurian Lakes in 1914-15 serve to correct exaggerated German claims as to the scope and fruits of these victories. Major Beckett concludes his article on the influence of weapons on strategy and tactics, and other articles on "The Mechanized Battery Staff" and "A Maiden Effort after Markhor," complete a number of varied and sustained interest.

"Journal of the United Service Institution of India." April and July, 1929.

This periodical has returned to its normal form with the April number which is full of good things. The two best are "A Re-definition of Strategy," in which Captain Liddell Hart argues to overthrow the enemy's armed forces is no longer the sole means of breaking his will to resist, which object may in modern conditions often be more readily achieved at less cost by threats to economic objectives; and an examination of the Channel Tunnel project by Major Ponting, who concludes that its economic disadvantages as affecting our shipping industry more than outweigh the gains from a possible temporary alleviation of unemployment, while from a defence point of view the proposal is equally to be condemned. Captain Dunbarton has some interesting remarks on the theory and practice of propaganda work in war, and an anonymous writer deplores the decline of offensive spirit in the infantry, which he attributes to the stressing by modern doctrine of the value of the machine as against the man. Captain Body is severely critical on the conduct of the battle of Neuve Chapelle, the failure of which he considers to have been due to an unsound plan and impracticable orders. Two articles on the new organization of an Indian infantry battalion, and others on "Army Nomenclature," "Evolution of the Infantryman's Weapons," Nigeria,

an air trip to Gilgit, and polo notes, make up a number of very lively and varied interest, on which all concerned are to be congratulated.

The July number contains equally varied fare. Captain Pemberton has an article on the character of Cromwell, whose successful career as a soldier he contrasts with his failure as a statesman, the reason being, he considers, that Cromwell's "unconscious mind" was of a higher efficiency than his intellect. The thesis seems doubtful alike from a historical and from a psychological point of view, but is none the less interesting for that. Historical matters hold a strong place in this number, subjects dealt with being the death of Tippoo Sultan at Seringapatam, Sir Stamford Raffles' share in the founding of Singapore, and the evolution of government in India. A brief but vivid description of the evacuation of Gallipoli as seen by an officer of Signals should, perhaps, be considered in the same category. Other articles on the new infantry organizations, a University Training Corps camp, and commissions and command, together with the usual regular features in the form of editorial and military notes and reviews of books complete the issue.

"The Police Journal." July, 1929.

Apart from the conclusion of the biography of David Haggart, "The Scottish Jack Sheppard," this number is confined almost entirely to matters of strictly police interest. An article on "Crime in Ancient Greece" contains some entertaining, if doubtfully authentic, tales of offenders and their detection by ingenious if somewhat primitive and rough and ready methods, and an account of the Russian Secret Police is also worth reading.

E. W. S.

"Canadian Defence Quarterly," July, 1929. (Ottawa, 50c.)

This number lives up to the standard of its predecessors, though it does not contain any item of special interest for the cavalry soldier. An article on "Wireless in the Canadian Corps in France" is written in a style acceptable even to the

untechnical reader, and the excellent account of "Coastal Motor Boats in North Russia" (started in the April number) is concluded. Two articles summarize the developments in the British Army and in Italy respectively during the past ten years. The remainder are chiefly historical and of local interest only.

The Editor acknowledges with thanks the receipt of the following Journals:—

<i>On the March</i>	June, July, August, September
<i>Our Empire</i>	June, August, September
<i>The Royal Tank Corps Journal</i> ...	June, July, Aug., Sept.
<i>Journal of the Royal Army Medical Corps</i>	June, July, Aug., Sept.
<i>Faugh-a-Ballagh</i>	April, July
<i>The Military Gazette</i>	Nos. 10, 11, 12, 13, 15, 16
<i>The Journal of the Indian Army Service Corps</i>	May, June, July
<i>The Wasp</i>	June, 1929
<i>The Ypres Times</i>	July, 1929
<i>The White Lancer</i>	July, 1929
<i>Northern Bengal Mounted Rifles Journal</i>	1928
<i>The Eagle</i>	July, 1929
<i>Canadian Defence Quarterly</i> ...	July, 1929
<i>The Journal of the United Service Institution of India</i>	July, 1929
<i>The Journal of the Nigeria Regiment</i>	June, 1929
<i>The X Royal Hussars Gazette</i> ...	June, 1929
<i>The Royal Engineers' Journal</i> ...	September
<i>The Journal of the Royal Engineers</i>	September, 1929



FOREIGN MAGAZINES

The July number of the "Cavalry Journal" of the United States is devoted to articles on the Italian Cavalry. Although the latter, in common with the arm in France, did not have many chances of proving its value in mounted combat, yet it gained several distinctions which are fully narrated by Colonel Briolo in his article "The Italian Cavalry in the World War," whilst Major Kellner writes on the general history of "The Italian Cavalry through the Centuries." There is an interesting article on "Il Corpo Celere," which is a highly mobile force, consisting of cavalry, cyclists, horse and mechanized artillery, tanks, armoured cars, motor-carried infantry, and engineers. There are articles on the two Cavalry Schools of Pinerolo and Tor di Quinto, with an account of Fox-hunting in the Roman Campaigna. The development of the modern seat and the difficulties of breaking down the prejudice and old-fashioned system of equitation are fully explained.

Another article gives details regarding the Italian Cavalry in the African Colonies, and Lieut.-Colonel Tappi writes on the Italian Remount Service.

The October number will be devoted to the French Cavalry, on which subject the Inspector of Cavalry and other highly-placed officers will write.

O. J. F. F.

In the number of the "Revue de Cavalerie" for May-June there is commenced, and continued in succeeding numbers, a paper of very great interest and importance, being a series of tactical studies on the employment of "Modern Cavalry"—reconnaissance, covering the advance of the armies, the offensive and delaying actions. The author, Chef d'Escadron Keime, considers the circumstances under which in August, 1914, the French cavalry entered upon the war, and the various conditions which thereafter arose limiting its useful employment; he then

discusses in what manner and to what extent it may in the future be used—whether as a fighting body armed like infantry, possessed of extreme strategical and tactical mobility, and able to act either as an auxiliary force in aid of the infantry bodies, or as a main body for the carrying out of strategic or tactical missions under the orders of the Chief Command. Throughout these two opening papers the writer stresses again and again the supreme importance of increasing by all possible means the mobility of the cavalry arm.

In this May-June number Captain Olleris concludes his *résumé* of the work of the Austro-Hungarian cavalry in the early days of the war on the Galician front, and in summing up he gives his views as to the reasons for the comparatively meagre results obtained, and which he rightly regards as disappointing in view of the sacrifices which the people of the Dual Monarchy had made to maintain in peace so large a force of cavalry as eleven divisions. He considers that the High Command made a very grave error in distributing all the cavalry divisions among the different armies, without keeping back any cavalry body at all at its own disposal; in spreading the cavalry equally along the Galician front, without considering either the ground to be covered or the varying importance of the several commands; and in making it necessary, whenever cavalry was specially needed for any major purpose, to withdraw divisions at short notice when possibly they were actually engaged in subsidiary, though necessary, operations on their own immediate fronts. The author makes a further charge against the cavalry itself in explanation of its non-success, in that its peace training had been of an inferior character.

In these days when we are repeatedly assured that the day of the cavalry charge has gone by, it is good to read an account of the charge of a squadron of the 10th Chasseurs on the 30th May, 1918, in the operations immediately following upon the German attack on the Chemin des Dames. This charge, moreover, conducted under adverse conditions, was extraordinarily successful, while the losses in the squadron were comparatively few.

In the July-August number of the "Revue de Cavalerie" is the first instalment of an account of the share of the 5th Cavalry Division in the operations carried out in May and June, 1918, in the valley of the Ardre; this is a little difficult to follow as there is no map, while it would seem to be mainly gathered from documents of the nature of war diaries, from which the necessarily meagre information then available is sometimes reproduced.

The management publishes in this issue an abridgment of certain views on "The Army Cavalry in a War of Movement," which the German General, von Borries, has recently enunciated in a book he has published under the above title. The foundation of the principles the General seeks to establish may be traced in the following impressive sentence: "The cavalryman is *not* a mounted infantryman, in spite of being equipped and armed to fight on foot. Cavalry will wholly lose its *raison d'être* if it comes to look upon the horse merely as a means of locomotion and not as its primary and most important arm."

In this number is an interesting account of the Swedish Cavalry, and also a narrative of the minor action very early in the war—on the 8th August, 1914, between two small bodies of opposing cavalry, the French being a troop of the 32nd Dragoons of Sordet's cavalry, at Fraiture, near Liège.

In the August number of the "Schweizerische Monatschrift" there is an account of a little-known operation—the action of the Italian Cavalry at Fieri, in Albania, in July, 1918. The cavalry then working with the 38th Italian Division was made up of seven squadrons of three different regiments, all greatly reduced in numbers and efficiency by the ravages of malaria. The Division was directed to drive the Austrians from their position at Malakastira, and the cavalry was to turn the position and strike against the enemy line of retreat. The action of the cavalry was for the most part by separate squadrons, but the operation was especially successful and the Italian Cavalry had few casualties and made many captures.

In the few articles in the "Wochenblatt" which deal with cavalry matters, great stress is everywhere laid on the need for better training of man and horse.

RECENT PUBLICATIONS

PART I. MILITARY.

“Sir Douglas Haig’s Command.” By G. A. B. Dewar, assisted by Lieut.-Colonel J. H. Boraston, C.B. (Constable.) 21s. net.

It is a remarkable fact that, with one exception, there are no authoritative works at present dealing with the British campaign on the Western Front from 1916 to 1918, apart from official despatches and one or two contemporary accounts. There are, of course, numerous regimental and divisional histories, but they deal with a particular unit or formation. The one exception is “Sir Douglas Haig’s Command—19 December, 1915, to 11 November, 1918.” This work was originally published in two volumes in 1922 and has now been reissued in one cover.

The book opens with a diary of what are described as “Some significant events between December 19, 1915, and November, 1918, hitherto suppressed or overlooked.” In the first two chapters we find a preliminary survey which includes accounts of the friction between Lloyd George and G.H.Q., the Nivelle affair, the lack of reinforcements in the early part of 1918, the erasures from Haig’s despatches and the appointment of Foch as Generalissimo. There is also a description of the dire state of the French Army in the summer of 1917, and the manner in which the British had to attract the weight of the German Army to their front.

A full account is given of the effect of the German attack at Verdun on the joint Allied offensive arranged at the Chantilly Conference of 1915, followed by a good general description of

the Battles of the Somme in 1916, stressing the wearing effect that they had on the German Army. No mention is made of the disastrous attack at Fromelles with its 7,000 casualties in a few hours and negligible results, briefly dismissed in the official communiqué as "some important raids."

In three chapters—The Nivelle Tragedy—Mr. Dewar gives an exposition of the rapid rise of Nivelle, his magnetism of the British War Cabinet followed by active political interference at G.H.Q. and attempts to subordinate Haig to G.Q.G. at the very moment when the French C.-in-C. was showing himself completely wrong over the question of the German retreat to the Hindenburg Line and opposing the wise decision of the British to capture Vimy Ridge. The Calais Conference in February, 1917, ostensibly on the question of railway facilities behind our front is alleged to have been part of a Machiavellian plot to remove Haig. It will be interesting to see what the 1917 volume of the Official History have to say about this conference.

Cambrai, 1917, is dealt with by Mr. Dewar. He ascribes our failure to exploit the initial success to faulty road control on the battlefield and to the cavalry being too closely tied to definite tasks. He also considers that V Infantry (sic) Corps—our main reserve—was located too far back in the Bapaume area.

Volume II opens with German divisions piling up against us in France, the reduction of infantry brigades by one battalion and the extension of our front to Barisis, with the French pressing for a further relief of their troops to Berry-au-Bac. Not a pleasant outlook. Added to which the British Armies had had a hard time in 1917.

Colonel Boraston tells the story of the German offensives on the Somme and Lys, in which the British suffered one of the most severe defeats in history, and shows how danger of separation of the Allied armies led to the Doullens Conference and the appointment of Foch as Generalissimo.

Lieut.-General Sir Alexander Gordon, one-time G.O.C. IX Corps, writes an interesting chapter on the Battle of the Aisne, 1918, which led to the destruction of five British divi-

sions after being sent to what was considered a quiet front for a rest.

The remaining chapters deal with the final battles of the war and the armistice.

While there is no necessity for it to do so, the book reads as if it is stating a case for the British higher command. It also tends to make one look on our G.H.Q. as under an atmosphere of suspicion and unrest, constantly hampered by intrigues of the British War Cabinet or the French. Surely this is overdrawn.

There are a number of minor slips repeated from the 1922 edition which might well have been corrected. Pétain took over command of the French Armies on 17th May, not the 15th; Lieut.-General Shute's name is spelt Schute; zero hour on 31st July, 1917, was 3.50 a.m., not 5.50 a.m.; the attacking divisions of the XVIII Corps on 12th October, 1917, were the 9th and 18th.

In the new issue there is no chapter synopsis for Volume I, as there was in the original edition. The thirteen sketch maps will probably suffice for the general reader. The index is inadequate.

E. A. J.

"The Decisive Wars of History: A Study in Strategy." By B. H. Liddell Hart. (G. Bell & Sons, Ltd.) 12s. 6d. net.

The title of this book is perhaps somewhat misleading, as it is really a study of wars to prove the theory of the author that the "indirect approach" is necessary to obtain any decisive results.

In Part 1, the author analyses the wars prior to 1914—Greek, Roman, Mediæval, 17th Century, 18th Century, French Revolution and Napoleonic Wars, and those from 1854 to 1914. From these, he deduces that what he calls the direct approach, whether strategical or tactical, has practically never been successful; and he then proceeds to outline, though rather vaguely, the true aims and actions of strategy, and its relation to policy.

Part 2 consists of a similar analysis of the war 1914-1918.

After this author's "A Greater than Napoleon," this book is disappointing. The chief trouble is that the idea which he has discovered has long been accepted by most military students. So long as Captain Liddell Hart is dealing here with the purely historical aspect of the campaigns he is always clear and interesting; but he seems to alter his whole style when he is straining to make history preach his gospel.

Perhaps the most interesting portion of the work is the study of the last war, with the ever-altering methods of approach of the German armies in 1914; but the author does not leave one very clear as to how his theory should have been applied by the Allies in the later stages of the war, except for a few remarks as to the possibilities of Salonika and the Danube.

This is certainly a book which should be read by all students of war.

"1915 Campaign in France." "The Operations in Egypt and Palestine, 1914 to June, 1917." By Lieut.-Colonel A. Kearsey. (Gale and Polden.) Each 3s.

These small twin books are presumably intended for examination purposes, and while of course in no sense enabling candidates to dispense with study of the Official Histories covering the periods concerned, will serve a useful purpose either as introductions to, or as convenient brief summaries of the results of such study. They comprise appreciations of the situation at various dates, diaries of events and narratives of battles, with copious references to Field Service Regulations; a number of simple sketch maps facilitate the comprehension of the operations dealt with.

"The Northern or Gordon Fencibles." By H. B. Mackintosh. (Turnbull and Spears, Edinburgh.) 21s.

This admirably produced little book gives a detailed account of the history of the corps of Northern Fencible Highlanders, raised in the North of Scotland for home defence at a time when

the disaster of Saratoga, the depredations of American privateers on the Scottish Coast, and the declaration of war by France caused a manifestation of martial ardour all over the British Isles. Alexander, fourth Duke of Gordon, was granted in April, 1778, a letter of service empowering him to raise a battalion some eleven hundred strong of all ranks for the internal protection of North Britain. Delays and disappointments caused the completion of the unit to establishment to be deferred to March of 1779, by which date it had already taken up its allotted station at Fort George. A few months later it was sent South to help in the defence of the coast between Glasgow and Stranraer, and in the following winter withdrew to concentrate at Glasgow. Full details are given of its somewhat routine activities while stationed there, as extracted from Orderly Books of one of the Company Commanders. In the summer of 1780 it was sent to the East Coast around Dunbar and remained there till March, 1781; at that date the companies were widely dispersed and never came together again. In March, 1783, the conclusion of hostilities brought with it the disbandment of the Northern Fencibles after over four years of useful if somewhat uneventful service, and its activities together with full particulars and illustrations of uniform and equipment, muster and pay rolls, biographical notices of its officers, are described in great detail, and in an attractive manner in the pages of this slim volume.

E. W. S.

“Military Law.” By Lieut.-Col. S. T. Banning. (Gale and Polden.) 8s. 6d. net.

This is the seventeenth edition of this well known and useful book. A new Manual of Military Law has recently been published, and Lieut.-Colonel Banning has therefore brought his book up to date. Some of the chapters have been re-cast. The book will be helpful to officers working for their promotion examination.

"Further Aspects of Mechanization." By Brigadier-General H. Rowan-Robinson. (William Clowes.) 6s. net.

General Rowan-Robinson maintains that full opportunities were not given to the Experimental Armoured Force in 1928 to prove its value, as it was tied down to a small manœuvre area and forced to adapt its pace to that of slower-moving units and to fight its battles at the wrong places and times. He is greatly disappointed that the policy of maintaining a separate armoured formation has been dropped, and that in its stead two armoured forces, one on Salisbury Plain and the other at Aldershot, apparently built up around cores of motorized infantry battalions, which he avers is subversive of the whole theory of mechanization, are to be created. This, he states, is confounding mechanization with motorization—the one an offensive weapon and the other a defensive weapon.

In his opinion the day of the national army has gone, and that "the small, professional, iron-clad," standing army is appearing on the horizon. His view is that the armoured force should be built up around a unit of enlarged armoured cars, and should also consist of light tanks, 3-pdr. guns, Stokes mortars, A/A guns, R.E., and a battalion of light infantry. This force should not be brigaded with units of the old army.

As regards the Cavalry, he would like to see the majority of regiments transformed into armoured car units, whilst the remainder should be demotorized for reasons explained in the chapter "Cavalry and Mechanization." He proposes that the maintenance of the armoured force should be carried out by aeroplanes.

The author's views may be advanced but yet they are well worth study, and the book is to be recommended as one inducing officers to think well ahead. It must be realized, however, that many of his ideas are not in accordance with official thought and doctrine.

"War." By Ludwig Renn. (Martin Secker.) 7s. 6d. net.

Ludwig Renn was one of the few infantry soldiers who spent

the whole war in the front line—except for two short periods in hospital—and yet survived.

His book, written in the style of a diary, gives a far better impression of the war than Erich Remarque's book, "All Quiet on the Western Front," and although gruesome it is far less so than the latter.

The fog of war in the first advance is made very realistic, and the author's description of trench warfare, the Battle of the Somme, the Aisne-Champagne offensive in 1917, and the German offensive in March, 1918, are very graphic.

Ludwig Renn has made the most also of his character studies. That of his company commander, Fabian, is one of which any British company commander might well be proud.

"On Alexander's Track to the Indus." By Sir Aurel Stein, K.C.I.E. (MacMillan & Co., Ltd.) 21s. net.

Historians in the past have been chiefly attracted by Alexander's triumphal progress through the Punjab.

Sir Aurel Stein's account of his explorations beyond the border, although devoted to antiquarian and geographical research, are of interest to the soldier, since he gives special attention to the small and less known area west of the Indus which was covered by Alexander in his march of conquest towards India. His descriptions of the country convey to the reader how stupendous were the difficulties that nature had opposed to the invaders.

He gives a rapid account of the arduous campaign that brought Alexander and his Macedonian host into Swat, and describes the capture of Ora in the Swat valley by Alexander, who then left posts to guard the Swat country and himself turned south to the Peshawar valley to join the remainder of his army marching down the Kabul river and then carry his campaign to the Indus.

The author finally describes the topographical details of the place which appeared to him to be the commanding height and rock fastness known as Aornos, which was the last siege in Alexander's major operations prior to crossing the Indus.

"The Armies of the First French Republic and the Rise of the Marshals of Napoleon I." By Colonel R. W. Phipps. Oxford University Press. Vol. I, *The Armée du Nord*. 18s. Vol. II, *The Armées de la Moselle, du Rhin, Sambre et Meuse, and Rhin et Moselle*. 21s.

These two volumes were compiled from material left by the late Colonel R. W. Phipps, R.A., dealing with the French Revolutionary and Napoleonic wars, and in particular with the Napoleonic Marshals.

The first volume, published in 1926, gives a preliminary sketch of the Marshals, and an account of the campaigns of the *Armée du Nord*, in which many of them—Berthier, Macdonald, Murat, Brune, Davout, Mortier, Bernadotte—made their early essay in arms; the second, dealing with the Republican armies on the eastern frontiers of France and in Germany, brings before us St. Cyr, Lefebvre, Soult and Ney.

Colonel Phipps paints very vividly the distinguishing traits of the various armies with which he deals, and his character sketches of many of the figures whose feats crowd his pages are equally vivid and arresting. Dumouriez saved the Revolution at Valmy by delivering battle on reversed fronts with the rawest of raw troops against the finest soldiers in Europe, a feat the daring of which even Napoleon considered unparalleled. Pichegru won great fame with the Nord by a series of victories gained by his troops, at none of which he was himself present, only to lose it at once on the Rhine. Moreau's incapacity, selfishness and timidity did not prevent his being held by undiscerning partisans, contemporary and subsequent as rival and equal of Napoleon. Hoche, foul-mouthed, petulant, hysterical, was just beginning to deserve as well as attain greatness when a mysterious death overtook him. Jourdan, modest in victory and undaunted by misfortune, always deserving well of his country, did honour to his uniform no less when he hung it up in his draper's shop in the intervals of unemployment between commands, than when he wore it as generalissimo in turn of the two greatest armies of France.

All these and many another Colonel Phipps brings before us

in the pages of these fascinating volumes, the perusal of which is heartily recommended.

E. W. S.

PART II. GENERAL.

“Sykes of Sledmere.” By J. Fairfax-Blakeborough. (Philip Allan.) 21s.

This is a well-produced volume, illustrated with some reproductions of old paintings and portraits. It has two definite subjects. One is the story of the family—of the early Sykes of whom little is known except that they were born, married, had the gout and died; of how Sir Christopher, by his enclosures of the moors, established the Yorkshire Wolds and earned a baronetcy; of how all the subsequent Sir Marks and Sir Tattons ran their horses and their hounds and led the lives of English country gentlemen and sportsmen. The second subject is the history of the renowned Sledmere Stud from its very beginning to the present day. Here the author is assisted with an introduction and two detailed appendices by Mr. Henry Cholmondeley, who managed the stud for 36 years. Particulars are given of its most famous winners, its mares and stallions, its three Derby winners—Doncaster, Spearmint and Craganour—and many other noted names. It is a wonderful and romantic record, the magnitude of the financial side alone being evidenced by the fact that between 1912 and 1927 (omitting the five war years) 199 yearlings were sold for over half a million.

The book contains many stories, including the full account of Sir Mark's wager with a local sporting parson in 1802 on the life of Napoleon—a hundred guineas down against a guinea for every day the Emperor lived. After paying out over £600 Sir Mark vowed that he would pay no more.

H. N. K.

“The White Mutiny.” By Sir Alexander Cardew, K.C.S.I. (Constable & Co.) 12s. 6d. net.

This book contains an account of the mutiny of over one thousand British officers of the Madras Army in 1809. The

officers at this period lived in an unwholesome moral atmosphere, were lacking in discipline, and were thoroughly mixed up in politics. They aired their grievances, both imaginary and real, by addresses and declarations of rights. The higher officials, including the C.-in-C., did little to quell their rebellious juniors, and it was left to Sir George Barlow, the Governor of Madras to suppress the mutiny. It is to justify the somewhat high-handed actions of the latter that the author has written this book. Fortunately little blood was shed, and the mutiny chiefly consisted of addresses, the arrest of loyal officers, and marches and counter-marches of columns. But for the fact that there was no leader among the excited schoolboys (for the majority of the officers were young and inexperienced), the mutiny might have reached more alarming proportions. Some of the acts of the Governor merely exasperated the malcontents, who had no confidence in the Government. Barlow quelled the mutiny, but was eventually recalled to England, but he refused to say a word in his own defence. It is interesting to recall that out of twenty-one officers selected for punishment, six rose later to general's rank. The book is light reading, and is useful in recalling the state of India under the E.I. Co. and, a singular episode now almost forgotten.

O. J. F. F.

"Somewhere in England." By Edric G. Roberts. (Constable & Co.) 14s. net.

This is a book of verses on hunting, hounds and horses and handsomely ushers in the season of the "Chase." There are eight excellent coloured plates by Lionel Edwards, whose work is so well known in the hunting world. The poems should suit persons of all tastes. Lovers of hounds will follow closely the delinquencies and final triumph of "Tragedy."

"Traffic and Tarmac" will appeal to those preferring to travel to the Meet by car :—

"Gone are the days when we hacked out with pleasure
All of the way to a long-distant meet,
Riding in peace, at our sweet will and leisure,
Lords of the roads, with the world at our feet."

whilst the braver ones, risking the dangers of the road, will appreciate "Riding to the Meet":—

"Riding to the meet, with hounds,
When the morning's bright—
All the various sights and sounds
Fill us with delight."

The poem "Dolce Far Niente" explains the eighth most deadly sin and riders to hounds should take to heart:—

"Mr. Jorrocks, counting twenty,
Ought to be a patron Saint,
For, it seems, there are still plenty,
Hunting folk, who lack restraint."

This volume of hunting lore, expressed in verse, will form a fitting Christmas gift.

O.J.F.F.

"Lobengula." By Hugh Marshall Hole, C.M.G. (Published by Philip Allan & Co., Ltd.) Price 10s. 6d.

The main theme of this work is a vivid account of the rise and fall of the Matabele nation. The author was formerly the Civil Commissioner of Bulawayo. By his experiences during his residence in Southern Rhodesia he is enabled to give the reader a first-hand knowledge of the customs and traits of those individuals who served under the uncouth King Lobengula.

Although Lobengula ruled as a despot, the author quotes many incidents which indicate that the king and many of his followers were possessed of certain good qualities. However, these virtues do not annul the tribe's lust for guerilla warfare and their determination to preserve their primitive customs of pillage and the shedding of blood.

The book is an excellent treatise of events in Southern Rhodesia prior to and until control was enforced by Cecil Rhodes.

"Green Envelopes." (John Murray.) 5s. net.

This is an interesting collection of letters written from France by officers and men of a Yeomanry Regiment. It is easy

to visualize the life in the regiment, and one gets a good glimpse of the life of those left behind in the village, which provided the squire and M.F.H. as colonel, the curate as padre, and other members of the community as officers and men. Even the local Quaker joined up voluntarily. The letters are intensely human and recall to our mind many troubles and joys long since forgotten. The regiment was one of those cavalry units that were hurriedly put into the line to stem the onrush of the Germans in their great offensive of 1918, and it suffered severely.

The reviewer has not been able to identify the regiment or the local village, but no doubt several readers of this book will be more successful.

The following books have also been received and will be reviewed in the January number :—

“Fifty Years with the Rod.” By John Stirling. (Philip Allan & Co.)

“Modern Horse Management.” By Major R. S. Timmis, D.S.O. (Cassell & Co.)

“Gathering of Eagles.” By Val Gielgud. (Constable & Co.)



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